MAYOR AND COUNCIL WORKSESSION



DATE: December 1, 2004

NO. DEPT.: Public Works

CONTACT: Larry Marcus

SUBJECT FOR DISCUSSION: Progress report from Maryland State Highway Administration on the ICC, MD 28/MD 911/MD 586, pedestrian safety at State-owned intersections, 1-270 improvements, Gude/I-270 interchange, and other misc. projects.

The City also will request a study to re-designate MD 28 from West Montgomery Avenue and points east to Gude Drive.

ORDER OF DISCUSSION:

- 1. I-270 Study
- 2. MD 28/MD 911/MD 586 Intersection Study
- 3. MD 28 Re-designation
- 4. Pedestrian Safety
- 5. ICC Study

GENERAL DIRECTION SOUGHT AND SPECIFIC QUESTIONS TO BE ANSWERED:

Neil Pederson, Maryland State Highway Administration, will present a status report on the following items:

- 1. I-270 Study: MD SHA staff will update the Mayor and Council on the process for selecting a preferred alternative and provide an overview of a new transportation alternative recently introduced into the study. The alternative widens the facility between Shady Grove Road and the City of Frederick to include additional lanes and, in some segments, converting existing general use lanes to express toll lanes. Please see attachments A1 and A2 for details on the express lane proposal and staff comments to MD SHA.
- 2. MD 28/MD 586/MD 911 Intersection Study: MD SHA is studying alternatives to reducing congestion, accommodating transit, and improving pedestrian/bike safety at this intersection. MD SHA officials will update the Mayor and Council on the two alternatives retained for detailed study. Please reference attachment A3 for details on the study process and alternatives under study.
- 3. MD 28 Re-designation: The Mayor and Council have expressed the desire to re-designate Gude Drive as MD 28, shifting the state route between the two points that Gude intersects with MD 28. Attachment A4 displays the re-alignment. This action would create a Maryland state route bypass of the Rockville Town Center. Potentially associated with this action would be the construction of interchanges at I-270/Gude and MD 355/Gude, both included in the City's master plan. The Mayor and Council will be asked to outline its interest to the Maryland State Highway Administrator, as done in a letter from the Mayor on September 15, 2004 (attachment A6).
- 4. Pedestrian Safety: Consistent with the Mayor and Council's objective to improve pedestrian safety on state-owned streets, City transportation staff has developed a list of the worst 8-10 locations, as defined by the City's new pedestrian safety rating system. The list of improvements necessary to alleviate the problems was conveyed to MD SHA on August 26, 2004. Staff will ask for an update on this request, and inform MD SHA that another list is under review by the Traffic and Transportation Commission. The list of the next 10 worst rated intersections will be conveyed to MD SHA once endorsed by the Commission. Attachment A5 represents the letter to MD SHA.

on the potential relief the facility would bring to Rockville streets.	
Comments by the Mayor and Council are sought on this information.	

5. Intercounty Connector (ICC) Study: MD SHA recently released the Draft Environmental Impact

LIST OF ATTACHMENTS:

- A1. Express Toll Lanes and Their Proposed Use Within the I-270/US 15 Corridor (1-20)
- A2. Memorandum dated November 18, 2004 to the Transportation and Environment Committee from Glenn Orlin, Deputy Council Staff Director, Subject: the I-270 Corridor Study (2) 45
- A3. MD 28/Rockville Town Center, Fall 2004 (26-37)
- A4. Proposed Realignment for MD 28 (map) (38)
- A5. Letter dated August 26, 2004 to Mr. Charles K. Watkins, District Engineer, Maryland Department of Transportation, Maryland State Highway Administration from Larry Marcus
- A6. Letter dated September 15, 2004 to Mr. Neil Pederson, Administrator, Office of the Administrator, Maryland Department of Transportation, Maryland State Highway Administration from Larry Giammo 35-37
- A7. Public Hearing Brochure for the Intercounty Connector Study, (Draft Environmental Impact Statement/Draft Section 4(f) Evaluation Overview) (38-67)

Express Toll Lanes and Their Proposed Use Within the I-270/US 15 Corridor

Open Houses

Montgomery County

Location:

Dr. Martin Luther King, Jr. Middle School 13737 Wisteria Drive Germantown, MD 20874

Times:

5:00 PM to 8:00 PM

Date:

Tuesday, June 29, 2004

Frederick County

Location:

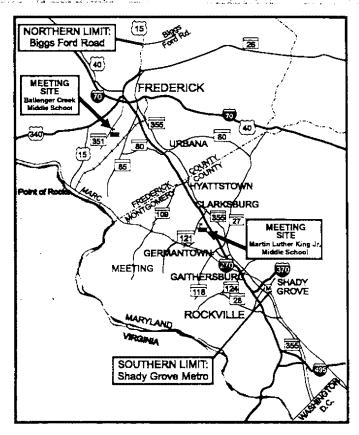
Ballenger Creek Middle School 5525 Ballenger Creek Pike Frederick, MD 21703

Times:

5:00 PM to 8:00 PM

Date:

Wednesday, June 30, 2004













Express Toll Lanes and Their Proposed Use Within the I-270/US 15 Corridor

Project Planning Team

If you have questions about this project, please feel free to contact one of the persons listed below or access the project website at www.marylandroads.com.

Mr. Michael Perrotta, Project Manager

Maryland State Highway Administration Project Planning Division 707 North Calvert Street Mail Stop C-301 Baltimore, MD 21202 (410) 545-8514/ 1-800-548-5026 MPerrotta@sha.state.md.us

Mr. Raja Veeramachaneni, Director

Maryland State Highway Administration Office of Planning and Preliminary Engineering 707 North Calvert Street Mail Stop C-411 Baltimore, MD 21202 (410) 545-0412/ 1-800-548-5026 RVeeramachaneni@sha.state.md.us

Mr. Charles K. Watkins, District Engineer

Maryland State Highway Administration District #3 9300 Kenilworth Avenue Greenbelt, MD 20770 (301) 513-7300/ (800) 749-0737 CWatkins@sha.state.md.us

Mr. Robert L. Fisher, District Engineer

Maryland State Highway Administration District #7 5111 Buckeystown Pike Frederick, MD 21704 (301) 624-8100/ (800) 635-5111 BFisher@sha.state.md.us

Mr. Lorenzo Bryant, Project Manager

Maryland Transit Administration
Office of Planning and Programming
Project Development Division
6 Saint Paul Street
Baltimore, MD 21202
(410) 767-3754
Ibryant@mtamaryland.com

Mr. Simon Taylor, Director

Maryland Transit Administration
Office of Planning and Programming
6 Saint Paul Street
Baltimore, MD 21202
(410) 454-7251
STaylor@mtamaryland.com

Ms. Gail McFadden-Roberts

Community Planner
Federal Transit Administration
Region 3
1760 Market Street, Suite 500
Philadelphia, PA 19103
(215) 656-7070
Gail.mcfadden-roberts@fta.dot.gov

Mr. Dan Johnson, Environmental Specialist

Federal Highway Administration The Rotunda – Suite 220 711 West 40th Street Baltimore, MD 21202 (410) 962-4342 DanW.johnson@fhwa.dot.gov



INTRODUCTION

The I-270/US 15 Multi-Modal Corridor Study is a project jointly sponsored by the State Highway Administration (SHA) and the Maryland Transit Administration (MTA). The Project Team, which consists of a multi-jurisdictional team of Federal, State and local governmental agencies, has carefully reviewed transportation issues within the project area. It has defined the need for an improvement project, and is currently evaluating several transportation strategies, alternates and options (including Express Toll Lanes) to help address current and projected congestion and improve safety conditions along the I-270/US 15 Corridor. Please refer to Figures 1 and 2, which depict the general location and surrounding elements of the alternates and options being considered. Extending from Shady Grove Road to the US 15/Biggs Ford Road intersection, this "Technology Corridor" provides a critical link between the Washington, D.C. metropolitan area and both central and western Maryland, and is an essential Corridor for carrying local and long distance trips, both within and beyond the Corridor.

PURPOSE OF THE STUDY

In response to existing and projected growth within the Corridor, the purpose of the I-270/US 15 Multi-Modal Corridor Study is to investigate options that address congestion, increase mobility and improve safety conditions along the I-270/US 15 Corridor. If nothing is done, transportation congestion, traffic operations, and safety conditions will worsen, with many roadways and intersections being forced to handle more volume than the current capacity allows, thus substantially increasing travel times.

PURPOSE OF THE OPEN HOUSE

The purpose of the Open House is to introduce the Express Toll Lane concept and to describe how it could be applied to the 1-270 Corridor. Also, the results of the engineering and environmental studies completed for the I-270/US 15 Multi-Modal Corridor Study since the June 2002 Public Hearings, will be shown to provide an opportunity for interested persons to offer verbal or written comments for consideration. Boards and other exhibits will be on display beginning at 5 PM.

PUBLIC COMMENTS

The public is encouraged to participate in the Open House. A postage-paid return mailer is included with this brochure to submit your written comments. Additional copies of these mailers will also be available during the Open House at the receptionist's desk.

PROGRAM STATUS

This project is included in the Interstate Development and Evaluation portion of MDOT's FY 2004-2009 Consolidated Transportation Program (CTP) and is currently funded only for the planning phase. Following approval of the project's location and design, if a "build" alternate is selected, the project may become eligible for inclusion in future programs for final design, right-of-way acquisition and construction.

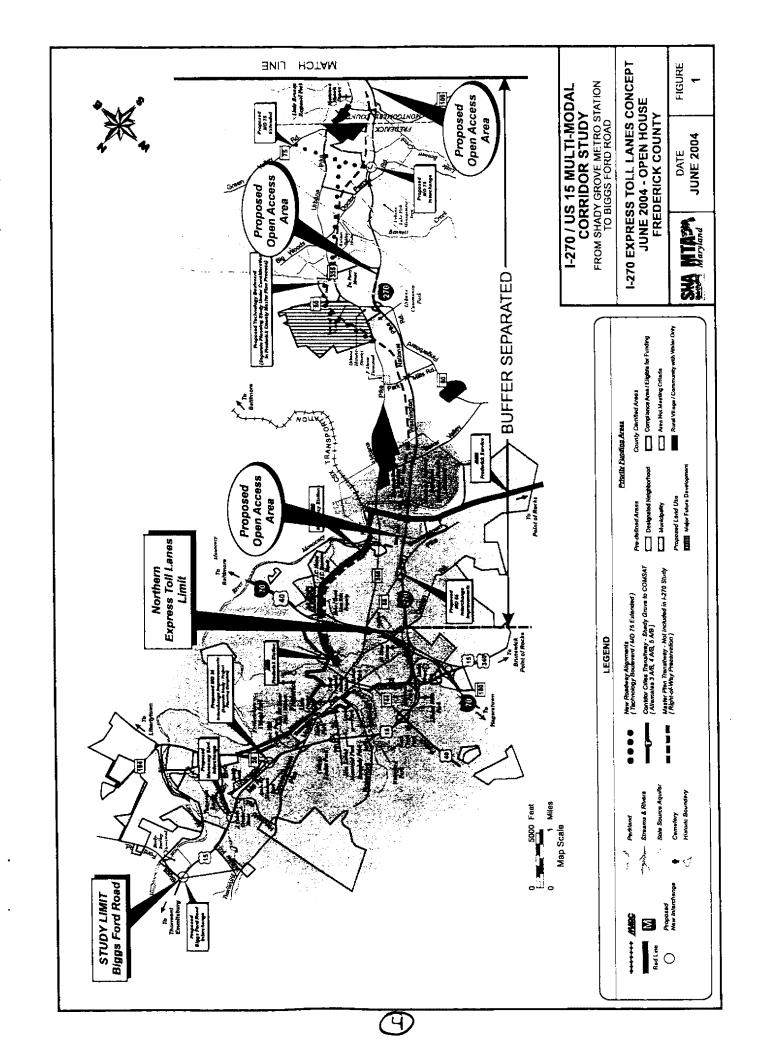
PUBLIC INVOLVEMENT

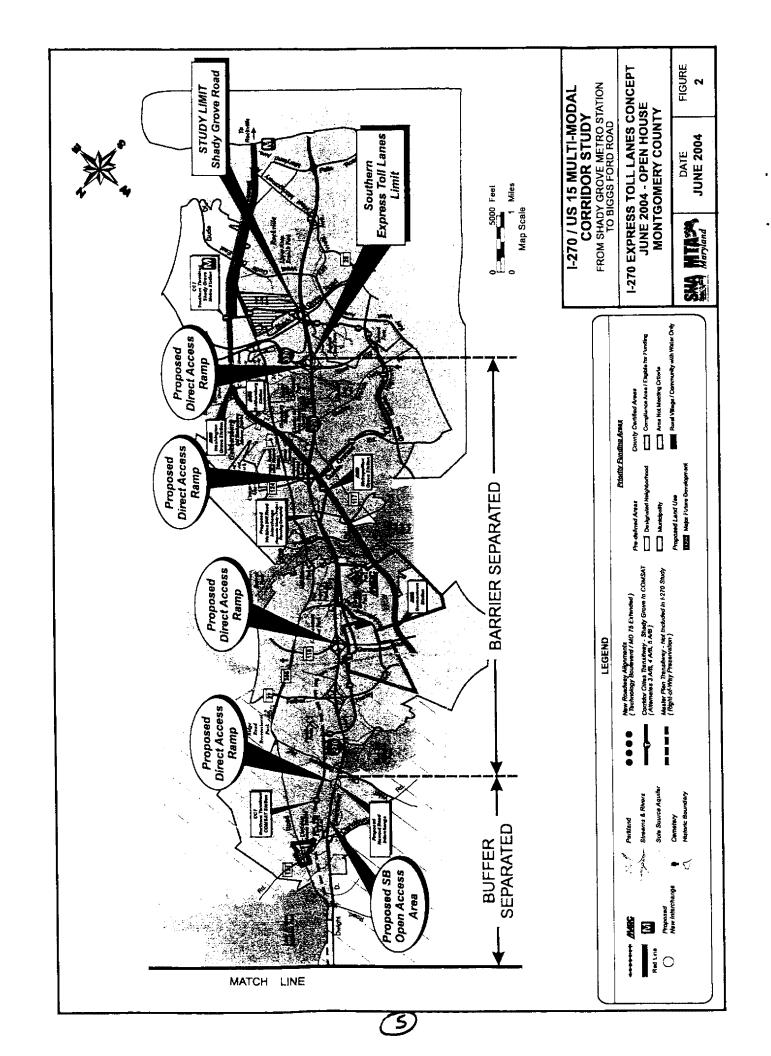
A key component throughout the development of the I-270/US 15 Multi-Modal Corridor Study has been our public involvement program. This involvement has been through various Public Workshops and Hearings, newsletters, news articles, briefings, presentations and discussions with community organizations and business organizations, and an active Focus Group. Below is a list of past key public involvement efforts relating to this study.

June 1994: Initiated Major Investment Study (MIS)/National Environmental Policy Act (NEPA) Study, jointly sponsored by the SHA and the MTA.

May 1995: Public Initiation Meeting to familiarize the public with the Project Development Process







and the project goals, as well as to present information regarding the environment, regional growth, travel forecasting, land use, and transportation strategies such as High Occupancy Vehicle (HOV) lanes, general-purpose lanes, and transit.

December 1995/January 1996: Alternates Public Workshop to share the progress of the study with the public and receive comments on the initial results of the transportation strategies analyses. The conclusion from this phase of the study was that no single strategy alone would satisfy the Corridor's transportation needs.

March 1997: Alternates Workshop/Public Hearing to share the study progress with the public and gain feedback on the transportation strategies analyses, including the investigation of additional strategies (such as extended Collector-Distributor (C-D) lanes, premium bus service, and proposed new interchanges).

Fall 1998: Concluded the first stage or MIS portion of the study where concepts/strategies were initially evaluated and recommended alternates for detailed study.

February 2001: Public Informational Meetings to share the study progress with the public.

June 2002: Public Hearings to share the study progress with the public and to provide an opportunity for interested persons to offer verbal or written comments for consideration as part of the project record.

FOCUS GROUP

A Focus Group, comprised of local residents, community leaders, and business owners has met periodically with the Project Team to assist in the development of the proposed transit and highway improvements along the I-270/US 15 Corridor. This included interchanges and nearby intersections, as well as local traffic circulation, access and aesthetic concerns. Comments and suggestions received from the Focus Group have been incorporated into the alternates, where possible.

PROJECT NEED

The 1998 existing daily traffic volumes along the I-270/US 15 Corridor vary greatly depending upon location, with traffic volumes generally increasing as one approaches Washington, D.C. In addition, peak hour Levels of Service (LOS) show many sections within the Corridor failing. Level of Service is a measure of traffic operations during a peak travel hour, and is designated using a grading system. LOS "A" indicates free flowing traffic, while "F" indicates failure, characterized by severe congestion and delays. Generally, LOS "E" is regarded as the lowest acceptable operating condition. In the I-270/US 15 Corridor, the morning peak period is from 6:00 AM to 9:00 AM, and the peak hour traffic volumes occur during this timeframe. However, due to congestion, volumes similar to those experienced during the peak hour last for several more hours at some locations along I-270.

Traffic conditions are projected for the year 2025, the design year, using the regionally adopted (Metropolitan Washington Council of Governments) travel demand model which is based on the land use and roadway network from local master plans. Substantial population and employment growth within the Corridor is expected through the year 2025. This growth will create travel demand exceeding the Corridor's capacity, resulting in increased congestion, travel times and accidents. Residential and commercial growth are anticipated and planned in activity centers such as Frederick, Urbana, Clarksburg, Germantown and Gaithersburg. Table 1 highlights existing 1998 and forecasted 2025 No-Build traffic volumes, LOS and percent of growth along some segments of I-270 and US 15.

Most of the mainline segments of the I-270/US 15 Corridor today experience recurring congestion during the peak commuting periods. Based on the projected volumes, congestion is expected to worsen, causing greater delays and unsafe travel conditions. Even with all the planned improvements to the I-270/US 15 Corridor, which would provide increased capacity for more vehicles in the

Corridor; overall congestion is expected to worsen. In addition, the peak periods would continue to lengthen in duration.

Highway improvements alone will not be able to address future demand for travel in the Corridor. Therefore, alternative transportation solutions, in addition to highway improvements, are needed. Public transit is one alternative that provides effective mobility solutions for those who might otherwise use the automobile as well as for those who do not drive a car. The majority of trips will continue to be made by automobile, but with the continued development and congestion in the Corridor, improved transit service provides another option for travel. Reliable, quality transit service would provide commuters with travel time savings compared to driving to their destinations. The projected transit demand demonstrates a need to study expanded transit service in the l-270/US 15 Corridor.

Safety

Highway traffic accident analyses have been performed for I-270/US 15 (1996 to 1999 data) and MD 355 (1998 to 2000 data) within the project area. The accident rate and statewide average are based on 100 million vehicle miles (mvm) of travel. The average accident rate along sections of I-270 within the study limits was lower than, or consistent with, the statewide average rate for similarly designed highways. However, the average accident rate of 81.5 accidents/100 mvm on US 15 between I-70 and MD 26 was almost twice as high as the statewide average rate of 44.3 accidents/100 mvm for similarly designed highways. There were higher concentrations of accidents in several interchange areas along the Corridor, primarily due to the conflict of vehicles entering and exiting the highway.

Several sections along MD 355 within the project limits experienced greater than average accident frequency. High accident locations occurred mainly in urbanized areas, most likely due to the many traffic signals and commercial driveways in these areas.

As the traffic volumes and congestion along

I-270/US 15 increase, motorists seek other travel routes. This will result in increased use of the local roadway system, making conditions on the local roadway network more congested and potentially unsafe. The higher than statewide average accident experience along MD 355, combined with the lack of access, areas of urbanization, and areas with poor geometric characteristics, reinforces the need to discourage motorists from over-using this alternate route. Based on the assumption that as traffic volumes rise, accident numbers rise proportionately (due to congestion-related accidents), increased congestion may continue to worsen the already high accident rate along US 15 and may result in an increased accident rate along I-270.

THINKING BEYOND THE PAVEMENT/CONTEXT SENSITIVE DESIGN

As part of this project, public comments and ideas regarding proposed improvements have been considered. Coordination will continue with the Montgomery County and Frederick County Departments of Public Works and Transportation, the Maryland – National Capital Park and Planning Commission (M-NCPPC), the Cities of Gaithersburg, Rockville, and Frederick, and the project Focus Group. This helps to ensure that "Thinking Beyond the Pavement," or Context Sensitive Design concepts that preserve and enhance the community's character while improving transportation in the project area, are incorporated wherever possible.

"Thinking Beyond the Pavement" addresses such issues as:

- Pedestrian circulation and safety
- Local traffic circulation to and from the neighborhoods and businesses
- Control of vehicular speed
- Maintenance of traffic during construction
- Access to transit
- Right-of-way impacts
- Problems of traffic diversions through residential neighborhoods



- Effects on police, fire, and emergency rescue response time
- Pedestrian/Bicyclist access along the CCT
- Aesthetics/Landscape/Streetscape
 Opportunities
- Other specific community issues

Your comments will help assure that the transportation alternates are being developed to improve access in relation to the local character and the aesthetic desires of the community. We encourage you to comment on "Thinking Beyond the Pavement" issues using the comment card at the back of this brochure.

ALTERNATES PRESENTED AT THE JUNE 2002 PUBLIC HEARING

Following the December 1995/January 1996
Alternates Workshops, it was concluded that no single transportation strategy alone would solve the transportation needs in the Corridor.
Therefore, several of the transportation strategies were packaged together into Alternates retained and discussed with the Project Team and the public. Five alternates comprise the outcome of these discussions, including:

- Alternate 1: No-Build Alternate
- Alternate 2: Transportation System Management/Transportation Demand Management (TSM/TDM) Alternate
- Alternate 3A: Master Plan HOV/LRT Alternate
 - Alternate 3B: Master Plan HOV/BRT Alternate
- Alternate 4A: Master Plan General-Purpose/ LRT Alternate
 - Alternate 4B: Master Plan General-Purpose/BRT Alternate
- Alternate 5A: Enhanced Master Plan HOV/ General-Purpose/LRT Alternate Alternate 5B: Enhanced Master Plan HOV/ General-Purpose/BRT Alternate Alternate 5C: Enhanced Master Plan HOV/ General-Purpose/Premium Bus Alternate

In addition, this study team is coordinating with other teams regarding ongoing projects along I-270 and US 15, including the proposed US 15/MD 26 interchange improvements and the proposed interchange at I-270/Watkins Mill Road Extended. For more information on these alternates, please refer to the Draft Environmental Impact Statement (DEIS).

TRAVEL DEMAND

Traffic Projections

The build alternates shown in the DEIS are forecasted in 2025 to accommodate up to 13% more traffic than the No-Build Alternate in the southern end of the Corridor, up to 26% more near the border between Montgomery and Frederick Counties, and up to 12% more at the northern terminus of the project area. If any of these build alternates are constructed, it is projected that they would relieve some of the anticipated I-270/US 15 congestion projected for the No-Build Alternate. Furthermore they would help to relieve some congestion on parallel roads, such as MD 355. Table 2 presents the 2025 ADT volumes and southbound AM/northbound PM peak hour levels of service along mainline 1-270/ US 15.

Projected Peak Hour Conditions

In the City of Frederick, traffic analyses have shown that the proposed three through lanes plus one auxiliary lane (currently two through lanes in each direction) would operate at an acceptable level of service in most areas along US 15. However, there is one area along US 15 (between US 40/MD 144 and Jefferson Street) where the LOS is anticipated to be at a failing level (LOS F).

Along I-270 in Frederick County, projected 2025 build traffic conditions would generally operate at an acceptable LOS, except along northbound I-270 from MD 80 to MD 85.

Along I-270 in Montgomery County, projected 2025 build traffic congestion substantially increases, resulting in poor LOS conditions. Between the County Line and MD 118, traffic

would operate at LOS D/E conditions southbound and LOS E/F conditions northbound. From the MD 118 interchange to south of the I-370 interchange, peak hour traffic volumes result in LOS E/F conditions along the mainline and C-D lanes in both peak directions, even with the inclusion of additional auxiliary lanes along the C-D lanes.

The overall traffic analyses show that I-270 and US 15 will continue to be congested (even with the proposed build alternates) to 2025 and beyond due to the existing and projected growth along the Corridor, as shown in **Table 2**. However, the build alternates do provide congestion relief in that projected traffic operations would be worse with the No-Build conditions. For instance, reviewing the difference in mainline segment miles that operate under LOS F conditions between the build alternatives and No-Build conditions illustrates this congestion relief.

Alternates 3A/B would provide an eleven mile total reduction in the mainline segments operating at LOS F (seven miles reduction northbound, four miles reduction southbound). Alternates 4A/B would provide a 23 mile total reduction in the mainline segments operating at LOS F (eleven miles reduction northbound, twelve miles reduction southbound). Alternates 5A/B/C would provide an 18 mile total reduction in the mainline segments operating at LOS F (seven miles reduction northbound, eleven miles reduction southbound).

Transit Mode and Ridership

The proposed Corridor Cities Transitway (CCT) alignment follows the Montgomery County Master Plan alignment and includes transit oriented development (King Farm, Washingtonian, DANAC, Decoverly, Quince Orchard Park, Parklands, etc.) clustered around the proposed CCT stations. These transit oriented development sites, coupled with the proposed stations and feeder bus network, will further enhance local transit trips. Due to its localized alignment and geometry, it is forecasted that CCT trips will be made by intra-corridor trips. Longer trips (i.e. Frederick County to Montgomery

County/Washington, DC) would be better served by the proposed highway improvements (managed lanes and direct access ramps).

Mode characteristics, ridership, and cost information, as well as public input, will be used in order to make a mode recommendation for the CCT once an alternate is selected. Some of the factors that will be considered for the transitway mode recommendation will attempt to address basic operational, technical and system characteristics in categories of consistency/ compatibility, flexibility, staging potential, marketing, patronage, costs and other measures of effectiveness, where applicable. A comparison of the AM peak period and the daily boardings on the modes under consideration in these areas are shown in the DEIS. Please note that these numbers will continue to undergo further refinement as the study progresses.

CAPITAL COST ESTIMATES

Preliminary cost assessments prepared for the alternates under consideration shown at the June 2002 Public Hearing are shown in **Table 3**. The updated Major Quantities highway cost estimate completed for Alternate 5C since the June 2002 Public Hearing is presented in **Table 4**. These costs include design, right-of-way and construction costs.

MINIMIZATION STUDIES COMPLETED SINCE THE JUNE 2002 PUBLIC HEARING

Due to the potential for significant residential impacts/displacements concentrated in an area along the I-270 Corridor, the project team has identified the following minimization effort:

 Retaining Walls to be provided to reduce slope limits along I-270 Northbound, South of Middlebrook Road along Staleybridge Road (included in Alternates 3A/B, 4A/B, 5A/B/C)

Incorporating uniform slope limits beyond the

outside shoulder along I-270 northbound, south of Middlebrook Road is considered a non-preferred element as these slope limits would result in the displacement of a substantial number of single-family residences. In lieu of slope limits in this area, a retaining wall would be provided along I-270 northbound, south of Middlebrook Road in order to avoid displacements to residences located along Staleybridge Road. Retaining walls and minimization elements (reduced shoulder widths) in this area would reduce the number of residential displacements from a maximum of 35 residences (total without retaining walls as presented in the DEIS and at the June 2002 Public Hearing) to zero residences. The potential right-of-way requirements in the community would also decrease by approximately 6.8 acres as a result of the minimization elements.

ELEMENTS THAT HAVE BEEN ADDED SINCE THE JUNE 2002 PUBLIC HEARING

I-270 Express Toll Lane (ETL) Option

The concept for ETL's is being considered as a part of the I-270/US 15 Multi-Modal Corridor Study. The I-270 ETL concept consists of adding two express toll lanes per direction from I-370 (southern limit) to approximately I-70 (northern limit), a distance of approximately 23 miles. The ETL concept will not add lanes to the proposed typical sections presented for the draft EIS alternates and the ETL concept will not convert existing general-purpose lanes to toil lanes. The ETL lanes will be created by utilizing the proposed general-purpose and/or the proposed HOV lane(s) from 1-370 to 1-70. The ETL concept will also utilize electronic toll collection technologies, such as EZ Pass, to collect the fare from users without toll booth facilities.

Typical Sections for the I-270 Express Toll Lane Option

The ETL concept can be segmented into two operating segments based on typical section and accessibility. From I-70 to Newcut Road

(proposed) the ETLs would be buffer separated from the general-purpose lanes with areas designated for open access. Examples of buffer separation include striping, pylons, and various types of curbing. From Newcut Road (proposed) to I-370 the ETLs would be barrier separated from the general-purpose lanes with access at direct ramp locations. No collector- distributor roadways presented in the DEIS would be included in the ETL concept. Preliminary typical section widths are contained within the typical sections presented in the DEIS. Please refer to Figure 3 for a graphic comparison of the typical sections.

Access Points for the I-270 Express Toll Lane Option

Access to the ETL lanes will vary, depending upon the operating segment. In buffer separated areas, ETL entry/exit would be located at designated open access areas. The open access area length would be determined through traffic operations analysis. In barrier separated areas, access would be provided with direct access ramps. The ETL concept includes four direct access ramp locations within the nine-mile barrier separated segment. Direct access ramps will be located at the following interchanges: Newcut Road (proposed), MD 118, MD124 or MD 117, and I-370.

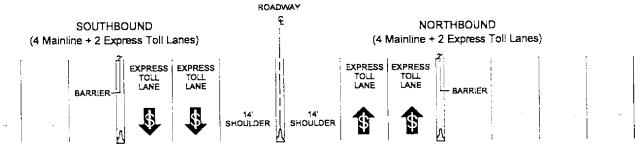
The Newcut Road interchange (proposed) direct access ramps would allow for direct access to/ from northbound and southbound direction ETLs for the Clarksburg development area. Similar to the proposed Newcut Road interchange direct access ramps, the MD 118 interchange direct access ramps would allow for direct access to/ from northbound and southbound direction ETLs. Direct access ramps to the express toll roadway are under consideration at two interchanges in the Gaithersburg area: MD 124 or MD 117. The direct access ramps would be oriented to/from south I-270. The I-370 interchange direct access ramps would allow for direct access to/from north I-270 and to/from east I-370. The direct access points are similar to locations presented for DEIS Alternate 5C with Express Buses. In addition, access would be gained at the southern terminus to/from mainline 1-270 near 1-370.

I-270 EXPRESS TOLL LANE OPTION versus DRAFT EIS ALTERNATE 5

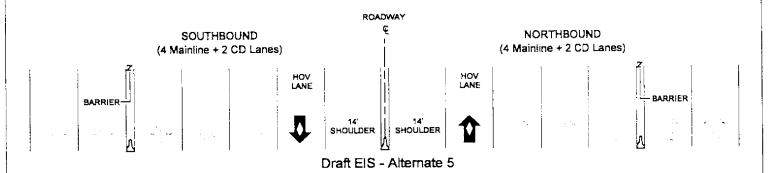
WORK IN PROGRESS (JUNE 2004)

BARRIER SEPARATED

1-270 South of Father Hurley Boulevard

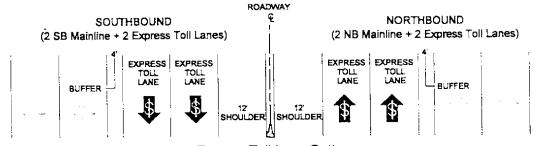


Express Toll Lane Option

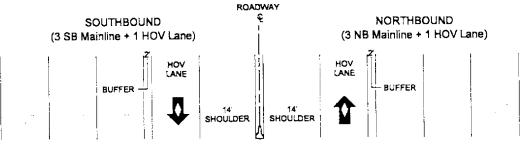


BUFFER SEPARATED

1-270 North of Father Hurley Boulevard



Express Toll Lane Option



Draft EIS - Alternate 5

FIGURE 3



Preliminary Traffic Operations for the I-270 Express Toll Lane Option

The ETL traffic assignment shows LOS C/D border for operations. When compared to DEIS Alternate 5 I-270 mainline LOS, the ETL concept for I-270 mainline LOS is similar.

Southern Terminus of ETL at I-370 – Two Geometric Scenarios Possible:

- End the southbound through toll lane north of I-370 by adding it to the mainline, continue as a transition lane for approximately one mile before HOV enforcement conditions begins.
- 2) End the southbound through toll lane south of I-370 by transitioning (for approximately one mile) from ETL usage to HOV enforcement conditions.

The project team will continue to refine the geometric and operational analyses of the southern terminus.

ENVIRONMENTAL SUMMARY

A detailed analysis of the build alternates was conducted to determine the potential for impacts to socio-economic and natural environmental resources. A comparison and summary of these impacts as presented in the DEIS, and at the June 2002 Public Hearing, is provided in **Table 5**.

ADDITIONAL TRANSPORTATION PROJECTS/SERVICES

Additional information on State Highway Administration and Maryland Transit Administration projects and services can be found on the following websites:

- State Highway Administration: www.marylandroads.com
- Maryland Transit Administration: www.mtamaryland.com

PROJECT PLANNING PROCESS

Several steps remain in this project planning study, including evaluating and addressing public and agency comments on these additional studies and minimization options. Once these tasks are completed, SHA and MTA will recommend and select a preferred alternate. A Final Environmental Impact Statement addressing the preferred alternate will be completed and distributed. Location Approval will then be obtained from the FHWA and Federal Transit Administration (FTA), and Design Approval will be obtained from the SHA and MTA Administrators for the selected alternate. These steps are shown in Figure 4. Once Location and Design Approvals are obtained, this project may become a candidate for future phases, including final design, right-of-way acquisition, and construction.

NON-DISCRIMINATION IN FEDERALLY ASSISTED AND STATE-AID PROGRAMS

Should you have any questions concerning nondiscrimination in federally assisted and State-Aid programs, please contact:

State Highway Administration Mr. Walter Owens, Jr., Director Office of Equal Opportunity State Highway Administration 707 North Calvert Street Baltimore, Maryland 21202 Phone: 410-545-0315

Email: wowens@sha.state.md.us

Maryland Transit Administration Mr. Arnold Jolivet, Manager MBE/EEO Maryland Transit Administration 6 Saint Paul Street Baltimore, Maryland 21202 Phone: (410) 767-8362

Email: Ajolivet@mtamaryland.com

FIGURE 4 PROJECT DEVELOPMENT PROCESS

PLANNING Preliminary Planning Phase Establish Purpose and Need of Project Develop and Evaluate Transportation Strategies (TSM/TDM, Highway, Transit) Develop and Refine Alternates from Strategies Studied [Public Meetings were held in May 1995, January 1996 and March 1997] **Detailed Planning Phase** Select 5 Alternates for Detailed Study: No-Build, TSM/TDM, and Build Alternates 3A/B, 4A/B, 5A/B/C Conduct Detailed Engineering and Environmental Studies (Ongoing) Present Preliminary Results at Informational Public Workshops (February 2001) Evaluate Public/Agency Comments Refine Alternates Develop Draft Environmental Impact Statement Public Hearing (June 2002) Final Planning Phase Public Open House (June 2004) We are Here Evaluate Public/Agency Comments Select Preferred Alternate Prepare Final Environmental Impact Statement Receive Final Approval (Record of Decision) Design Project stages Right-of-Way dependent upon Acquisition future funding decisions Construction

RIGHT-OF-WAY AND RELOCATION ASSISTANCE

The proposed project may require additional right-of-way. For information regarding right-of-way and relocation assistance, please contact:

SHA - Montgomery County Mr. Douglas Mills District #3 Office of Real Estate State Highway Administration 9300 Kenilworth Avenue Greenbelt, Maryland 20770 Phone: 301-513-7455

Toll Free: 800-749-0737

Email: dmills@sha.state.md.us

SHA - Frederick County
Mr. Patrick Minnick
District #7 Office of Real Estate
State Highway Administration
5111 Buckeystown Road
Frederick, Maryland 21704
Phone: (301) 624-8156
Toll Free: (800) 635-5119

Email: pminnick@sha.state.md.us

MTA - Montgomery & Frederick Counties Mr. George Fabula Office of Real Estate Maryland Transit Administration 6 Saint Paul Street Baltimore, Maryland 21202 Phone: (410) 767-3695

Email: GFabula@mtamaryland.com

MEDIA USED FOR MEETING NOTIFICATION

Advertisements for this meeting appeared in the following:

- The Washington Post
- The Montgomery Journal
- The Afro-American (D.C.)
- The Frederick News Post
- Gazette (F, G, and R Zones)

A news release was distributed to local newspapers, and public service announcements of this Open House were furnished to radio stations serving the project area.

TABLE 1
1998 EXISTING AND PROJECTED 2025 NO-BUILD
AVERAGE DAILY TRAFFIC (ADT) VOLUMES AND MAINLINE
SOUTHBOUND AM / NORTHBOUND PM PEAK HOUR LOS

Location	1998 Existing ADT Volumes (LOS)		ADT Volumes ADT Volume		
I-270: I-370 and MD 117	163,500	(E/D)	238,300	(F/F)	46%
I-270: MD 124 and Middlebrook Road	119,600	(E/E)	213,500	(F/F)	79%
I-270: MD 118 and Father Hurley Boulevard	83,100	(D/E)	130,200	(F/F)	57%
I-270: MD 109 and MD 80	68,350	(E/E)	102,800	(F/F)	50%
I-270: MD 80 and MD 85	71,250	(E/E)	125,600	(F/F)	76%
US 15: Opossumtown Pike and MD 26	68,700	(D/E)	80,400	(E/E)	17%
US 15: MD 26 and Biggs Ford Road	36,600	(C/C)	83,500	(F/F)	128%

TABLE 2
2025 NO-BUILD AND 2025 BUILD AVERAGE DAILY TRAFFIC (ADT) VOLUMES AND MAINLINE SOUTHBOUND AM / NORTHBOUND PM PEAK HOUR LOS

Location	202 No-Bu ADT Vol (LOS	uild umes	202 Alts. 3 ADT Vo (LO	BA/B lumes	202 Alts. 4 ADT Vo (LO	IA/B lumes	202 Alts. 5/ ADT Vo (LO	A/B/C lumes
I-270: I-370 and MD 117	238,300	(F/F)	264,100	(F/F)	264,100	(F/F)	266,400	(F/F)
I-270: MD 124 and Middlebrook Road	213,500	(F/F)	237,700	(F/F)	237,700	(F/F)	241,100	(F/F)
I-270: MD 118 and Father Hurley Boulevard	130,200	(F/F)	160,900	(E/E)	160,900	(E/E)	164,500	(F/E)
I-270: MD 109 and MD 80	102,800	(F/F)	112,200	(F/F)	123,300	(E/E)	128,900	(E/F)
I-270: MD 80 and MD 85	125,600	(F/F)	134,200	(F/F)	150,500	(F/F)	156,700	(F/F)
US 15: Opossumtown Pike and MD 26	80,400	(E/E)	98,400	(C/C)	98,400	(C/C)	97,700	(C/C)
US 15: MD 26 and Biggs Ford Road	83,500	(F/F)	86,400	(D/D)	86,400	(D/D)	86,800	(D/D)

TABLE 3
CAPITAL COST ESTIMATES FOR PROPOSED ALTERNATES
PRESENTED AT THE JUNE 2002 PUBLIC HEARING (MILLIONS OF DOLLARS)

Cost Component	Alt. 2	Alt. 3A	Alt. 3B	Alt. 4A	Alt. 4B	Alt. 5A	Alt. 5B	Alt. 5C			
Highway Capital Costs			1								
Project Planning	_		\$	9	S	9	\$ 9				
Preliminary Engineering	-	\$216 \$255				55	\$271				
Highway Right-of-Way	-	\$139				\$1	\$139				
Construction	-	\$1,441				\$1,441 \$1,695				695	\$1,804
Subtotal Highway	-	\$1,805			\$1,805 \$2,098				098	\$2,223	
Transit Capital Costs											
Subtotal Transit	\$33	\$857	\$792	\$857	\$792	\$857	\$792	\$296			
Total Cost of Alternate	\$33	\$2,662	\$2,597	\$2,662	\$2,597	\$2,955	\$2,890	\$2,519			

TABLE 4
UPDATED HIGHWAY CAPITAL COST
ESTIMATE FOR PROPOSED ALTERNATE 5C
(MILLIONS OF DOLLARS)

Cost Component	Alt. 5C
Project Planning	\$17
Preliminary Engineering	\$275
Highway Right-of-Way	\$208
Construction	\$1,830
Subtotal Highway	\$2,330

TABLE 5
SUMMARY OF IMPACTS PRESENTED AT THE JUNE 2002 PUBLIC HEARING

Resources	Alternate 1 No-Build	Alternate 2 TSM/TDM	Alternate 3A (LRT)	Alternate 3B (BRT)	Alternate 4A (LRT)	Alternate 4B (BRT)	Alternate 5A (LRT)	Alternate 5B (BRT)	Alternate 5C Premium Bus
Right-of-way Required (Acres):	0	0	37	74	37	74	40)4	428
Highway	0	18	18			8	l	8	18
Park-and-Ride Lots Transitway ^t	0	0	1701 1701		′O¹	17	' 01	0	
Total	0	18	56	52	56	52	59	92	446
Residential Displacements	0	0		64-	127		64-	128	127-385
Business Displacements	0	0	4-11			4-	12	2-11	
Number of Farmlands Affected	0	0	30		30		27		
Farmlands Required (Acres)	0	6	133		143		106		
Number of Public Parks Affected	0	0	11		12		13		
Public Park Property Required (Acres)	0	0	37		44		48		
Number of Historic Sites Affected	0	0	7		7		5		
Historic Sites Affected (Acres)	0	0	37		44		48		
Linear feet of Streams Impacted	0	0	14,185		16,331		331	13,407	
100-Year Floodplains Required (Acres)	0	3	23		2	4	21		
Wetlands Impacted (Acres)	0	0.5	10.7		11	.6	10.7		
Forests Impacted (Acres)	0	0	183		19	99	180		
Hazardous Materials (Number of Properties Affected)	0	0	6	4	6	4	6	4	4
RTE Species Affected	0	0			0	•		0	0
Number of Air Quality Receptors with CO Violations	0	0	0 0)	0			
Number of Noise Monitoring/Modeling Locations Exceeding Abatement Criteria ²		33	52 ² 51 ²		1²	35			
Consistent With Area Land Use Plans (Yes/No)	No	No		Y	es		N	lo	No

Note:

- 1. Transitway right-of-way impacts do not include a yard/shop facility.
- 2. Includes noise monitoring/modeling locations along the transitway alignment; includes transit horn noise impacts.

STATE HIGHWAY ADMINISTRATION QUESTIONS AND/OR COMMENTS

Express Toll Lanes and Their Proposed Use Within the I-270/US 15 Corridor

Tueso Dr. Ma Middl 13737	gomery County lay, June 29, 2004 artin Luther King, Jr. e School 7 Wisteria Drive antown, MD 20874	derick County dnesday, June 30, 2004 lenger Creek Middle School 25 Ballenger Creek Pike derick, MD 21703	
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	Project Manager MAIL STOP C-301 BOX 717		

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FOLD



Maryland Department of Transportation STATE HIGHWAY ADMINISTRATION
Project Planning Division
Mail Stop C-301
P.O. Box 717
Baltimore, MD 21203

Robert L. Ehrlich, Jr., Governor

Michael S. Steele, Lt. Governor

Robert L. Flanagan, Secretary

Neil Pedersen, Administrator

TO:



T&E COMMITTEE # 3 November 18, 2004

MEMORANDUM

November 16, 2004

TO:

Transportation and Environment Committee

60

FROM:

Glenn Orlin, Deputy Council Staff Director

SUBJECT: I-270 Corridor Study

During the past year the Maryland Department of Transportation has advanced the concept that I-270 should be widened between Shady Grove and the City of Frederick and that the additional lanes and, in some segments, an existing lane in each direction would be operated as express toll lanes. Access and egress to these express toll lanes would be restricted to a few locations, and the tolls would vary with the demand. The existing or planned priority given to high-occupancy vehicles (HOVs) would be eliminated.

The local government staffs are concerned about this approach. This summer the staffs convened a joint meeting to develop a position statement stating these concerns. The statement, on ©3-4, was crafted among the staffs of Frederick County, the Cities of Rockville and Gaithersburg, the Maryland-National Capital Park and Planning Commission, the Montgomery County Department of Public Works and Transportation, and the Montgomery County Council staff. The Planning Board reviewed this statement at its November 8 meeting, and it made some points that it would add to the statement (©1-2).

The Planning Board recommends to the Council that it endorse the position statement as amended by the Board, and that the Council forward it to MDOT.

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THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION Office of the Chairman, Montgomery County Planning Board

November 15, 2004

The Honorable Steven A. Silverman President Montgomery County Council Stella B. Werner Council Office Building 100 Maryland Avenue Rockville, MD 20850

Dear Mr. Silverinan:

At its meeting on November 8, 2004, the Montgomery County Planning Board discussed and endorsed a September 14, 2004 joint position statement of local agency staffs regarding the I-270/US 15 Multi-Modal Corridor Study. This position statement is included as Exhibit 1 in the attached staff memorandum. The statement was provided at the staff level to guide the Maryland Department of Transportation in the development and documentation of highway and transit alternatives for the study, leading to the current schedule of the State selecting a preferred alternative in spring 2005

Our staff requested that the Planning Board endorse the joint staff position to reinforce the staff's message and signal our expectations for the decision-making phase of the study. The Board agreed with this approach, so on behalf of the Board, I recommend that the County Council also endorse the joint position statement and transmit it to the Maryland Department of Transportation, along with the following additional comments from the Board:

- Given the substantial amount of master planning and local community support for the Corridor Cities Transitway, the preferred alternative that the State eventually selects must include the Corridor Cities Transitway.
- We are highly skeptical that the Express Toll Lanes concept on I-270 will be supportable as currently defined by the State. We believe that priority treatments for High Occupancy Vehicles (HOV) remain important, consistent with the High Occupancy-Toll (HOT) lanes that Virginia is pursuing for the Capital Beltway.
- We are also concerned that the State's current plans for limited access and
 egress along the barrier-separated portion of the Express Toll Lanes would
 make those lanes impractical for many short-distance trips in our I-270
 corridor communities. By encouraging long-distance travel in singleoccupant vehicles at the expense of shorter distance trips within the

corridor, we believe that the State's Express Toll Lanes plans are inconsistent with Smart Growth principles.

The joint position statement of local staffs merits special consideration by the County Council since it is an agreement among staffs of all of the major jurisdictions affected by the I-270 project. We would be pleased to discuss the staffs' joint position statement and the Board's additional comments with the Council at your convenience.

Sincerely,

Derick P. Berlage

Chairman

Attachment

DPB:jz:ah

POSITION STATEMENT ON I-270/US 15 MULTI-MODAL CORRIDOR STUDY

Presented to the Maryland Department of Transportation September 14, 2004

Since the time the 2002 DEIS for the I-270 Multi-Modal Corridor Study was prepared, the State has introduced a new concept – Express Toll Lanes. It is not clear to us what that concept entails, especially with respect to the role of the Corridor Cities Transitway. In an effort to better understand the implications of this new concept and to keep the study schedule on track, the staffs of the affected jurisdictions want to convey to the State our current thinking on the concept, as it applies to the I-270 Corridor. This letter also requests information that will help us formulate our jurisdictions' upcoming recommendations on a Preferred Alternate.

- A basic principle is that local staffs do <u>not</u> support the conversion of existing lanes to Express Toll Lanes. In that vein, it is our position that the HOV lanes on I-270 need to be preserved. If it can be demonstrated that there is excess capacity in the HOV lanes, then we would accept their conversion to HOT lanes, whereby carpools, vanpools, and buses continue to use the lanes free of charge. Likewise, to get the maximum people-carrying rather than vehicle-carrying capacity out of the lanes, any new managed lanes should be either HOV lanes or HOT lanes, not Express Toll Lanes.
- We find that certain aspects of the Express Toll Lanes concept are inconsistent with the highway and transit aspects of our area master plans. We would need to know the transportation, environmental, and community impacts of any departures from our master plans before we can determine if there is sufficient justification to change those plans. And, since the concept is different from Virginia's plans to implement HOT lanes, we need to know why Maryland has arrived at a different concept than Virginia. We believe it is vital that both Maryland and Virginia coordinate and support a regional HOV network that maintains continuity between major highways such as I-270 and the Capital Beltway.
- There is a lack of sufficient definition of the Express Toll Lanes concept and with which specific transit alternate it is paired. We are concerned that SHA has been considering the Express Toll Lanes as a design option under Alternate 5C, which includes premium bus as the only transit improvement, implying that the transitway alternative would not be pursued. We would like confirmation that SHA will include the Corridor Cities Transitway in the selected alternate, as indicated in the brochure publicizing the June 2004 Open Houses. Since the impacts of Express Toll Lanes would have implications on the type of transit selected, we need a description of the physical and operating characteristics of both the highway and transit components that are different from those in the DEIS. These descriptions need to be at the same level of detail as in the DEIS.
- The June 2004 public information materials suggested that important technical information will not be updated until after a Preferred Alternate is selected. However,



in order to make a reasoned judgment on the relative pros and cons of the available highway and transit alternates, we would need to see mode characteristics, levels of highway service, transit ridership, cost information, revenue projections, and other vital data before an alternate is selected. We find that the Express Toll Lanes concept is a significant change from the DEIS alternates, therefore any changes to DEIS tabulations attributable to either the Express Toll Lanes concept and/or revised assumptions for Alternates 2 through 5 need to be documented. Since traffic safety is also an important consideration, we see a need to demonstrate the comparative effects of traffic merging and weaving associated with the current collector-distributor road concept and the Express Toll Lanes concept.

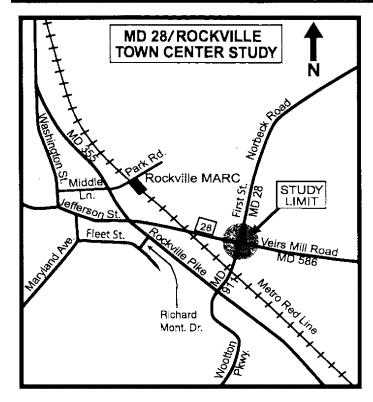
• We have concerns regarding the State's process for possibly selecting a multi-modal alternate that is not in the DEIS. Since the Express Toll Lanes concept was not considered in the DEIS, the process would lengthen if the federal agencies that are reviewing this project find that the new physical and operational aspects of the Express Toll Lanes concept are enough of a change to require a Supplemental DEIS. We want to know if the federal agencies agree with the State's approach to satisfying the NEPA requirements so that we can properly advise our local officials this fall.

Staff representatives of the local agencies listed below have mutually approved the current thinking and the information requests included in this position statement. In early fall, we expect that the elected officials of the affected jurisdictions will discuss these issues and provide formal recommendations to the State on this proposed project. For that reason, we would appreciate a response to this position statement from SHA and MTA by the end of September.

City of Gaithersburg Planning and Code Administration
City of Rockville Department of Public Works
Frederick County Division of Planning
Montgomery County Council Staff
Montgomery County Department of Park and Planning
Montgomery County Department of Public Works and Transportation

MB 28/Rockville Town Conter

PROJECT NEWSLETTER FALL 2004



GREETINGS TO ALL

The Maryland State Highway Administration (SHA) is providing you with an update on the improvements at the intersection of Veirs Mill Road and First Street. This newsletter will update you on the progress of the study since the Alternates Public Workshop. A description of the Alternates Retained for Detailed Study (ARDS) is also included.

The last SHA meeting regarding this project was held at the Richard Montgomery High School on May 11, 2004 for an Alternates Public Workshop. Approximately 110 citizens attended the workshop. Alternates that were presented at the workshop were Alternate 1: (No-Build); Alternate 2: Grade Separated where Veirs Mill Road goes over First Street; Alternate 3: Grade Separated where First Street is depressed under Veirs Mill Road; Alternate 4: At Grade; and Alternate 4A: At Grade.

Based on public input received at the workshop and feedback obtained from the environmental resource agencies, three of the five alternates have been retained for detailed study. Detailed environmental and engineering studies will be performed for these

proposed alternates. As part of the project alternates, the SHA will be incorporating ideas for context sensitive design which consists of but is not limited to sidewalks, landscape amenities and bicycle or pedestrian facilities, as well as accommodating Bus Rapid Transit (BRT) concepts.

ALTERNATES DROPPED FROM DETAILED STUDY

At the public workshop this May, five alternates were presented. Based on public input received at the workshop and feedback obtained from the agencies, Alternate 3 and Alternate 4 were not retained for further detailed study. Alternate 3 was not recommended for further study because it had the greatest impact, the Level of Service (LOS) did not improve as much as the other alternates and the high construction cost. Alternate 4 was not recommended for further study because the LOS improvement is minimal. Also, it does not accommodate for the BRT concept which is supported by the local government, nor does it allow for a bike facility.

ALTERNATES RETAINED FOR DETAILED STUDY DESCRIPTION

Alternate 1: No-Build

Alternate 1 requires no major improvements; however, minor short term improvements will occur as part of normal maintenance and safety processes. This alternate does not address the future traffic concerns and does not address the purpose and need of the project. However, this alternate is maintained as one of the ARDS to provide a baseline for comparison to the other alternates that have been retained for detailed study.

Alternate 2: Grade Separated

This Grade Separated alternate involves the elevation (bridging) of Veirs Mill Road over First Street. This would allow for through traffic on Veirs Mill Road to proceed without a traffic signal, while all turning movements and traffic along First Street would be controlled by a traffic signal. This alternate impacts 18 residents and requires right-of-way from 35 properties. This alternate is retained for further detailed study because it has fewer impacts than Alternate 3

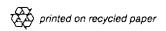


(continued from front page)

and it provides a better projected LOS for the intersection. The typical roadway section for this alternate consists of two 13 foot eastbound through lanes and two 13 foot westbound through lanes, which are separated by a 10 foot median. There are three off ramps and two on ramp lanes, with the outside lanes being 15 foot wide to accommodate bicyclists. Pedestrians would use 6 foot sidewalks separated from the ramps with a 6 foot planting strip where feasible.

Alternate 4A: At-Grade

This alternate provides improvements that include a lane configuration that would result in a lane configuration that would result in a lane design year 2025 that is better than the experienced today. The roadway sectional alternate would consist of four eastbouth and four westbound through lanes with a coutside lanes to accommodate bicyclists. Pedestrians would use 6 foot sidewalks separated from the roadway with a 6 foot planting strip, where feasible. Various combinations of curbing and medians with pedestrian refuges are proposed throughout the project limits. The alternate impacts 15 residents and 33 properties. It also accommodates the proposed BRT system through the project area.



WHAT'S NEXT

- Completion of the Draft Environmental Document (Spring 2005)
- Hold Location/Design Public Hearing (Fall 2005)
- Address comments received from the Hearing (Winter 2005)
- Preparation of Final Environmental Document (Spring 2006)
- Obtain Location/Design Approval (Summer 2006)

QUESTIONS

Contact Carmeletta T. Harris, Project Manager at 410-545-8522 or 1-800-548-5026 or via email charris@sha.state.md.us

Thank You!

Robert L. Ehrlich, Jr., Governor Michael S. Steele, Lieutenant Governor Robert L. Flanagan, Secretary Neil J. Pedersen, Administrator

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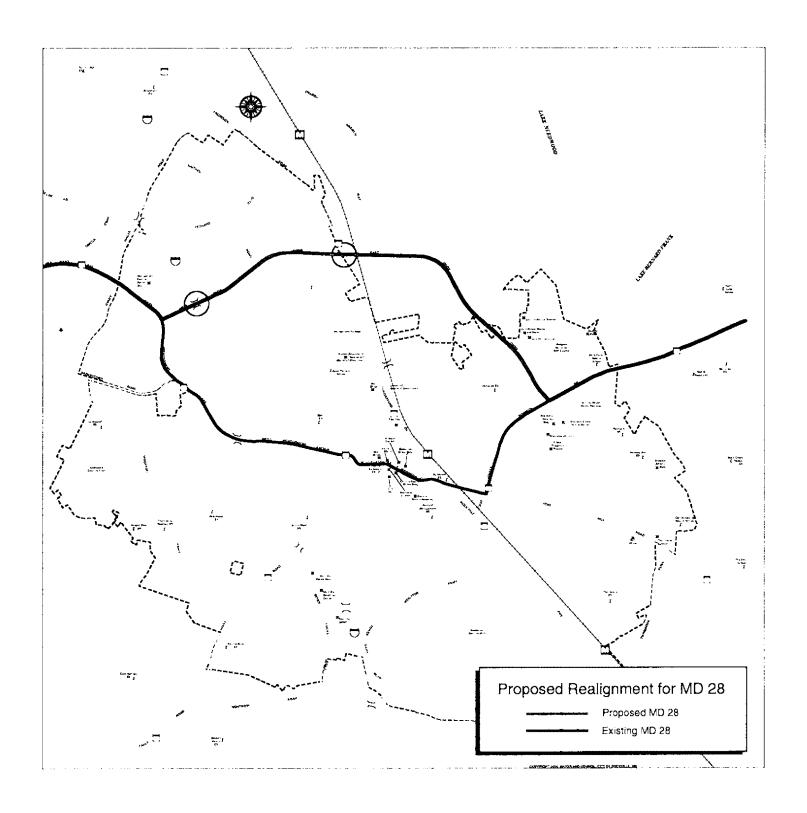
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Baltimore, Maryland 21203-0717









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111 Maryland Avenue
Rockville, Maryland
20850-2364
www.ci.rockville.md.us

Public Works 240-814-8500 TTY 240-814-8187 FAX 240-814-8589

Public Works Operations 240-814-8570 FAX 240-814-8589

Motor Vehicle Maintenance 240-814-8485 FAX 240-814-8499

Water Treatment Plant 240-314-8555 FAX 240-314-8564 Mr. Charlie K. Watkins
District Engineer
Maryland Department of Transportation
Maryland State Highway Administration
9300 Kenilworth Avenue
Greenbelt, MD 20770

Dear Mr. Watkins:

The City of Rockville's Traffic and Transportation (T&T) Division, in coordination with Montgomery County's Manager of Transportation Systems Engineering, has recently evaluated the level of pedestrian safety at signalized intersections throughout the City. The intersections have been evaluated based on a pedestrian rating system established by the City that reviews existing physical infrastructure, traffic conditions, access to surrounding land uses, and street lighting.

Attachment A shows existing conditions and requested improvements at eight intersections in Rockville. The City's Traffic & Transportation Commission, a citizen advisory group, worked with T&T Division staff to review and identify the top ten "priority" intersections that were deemed the least safe. Following this exercise, the City and the County's Manager of Transportation Systems Engineering conducted field visits to these sites to determine the amount and feasibility of improvements needed to make the intersections safer. Based on the visits, it was determined that certain improvements were not feasible and the list was decreased from ten to eight intersections.

The City requests the State Highway Administration's support for improvements detailed in Attachment A. In an effort to expedite the process to improve pedestrian safety at these intersections, the City offers and formally requests for permission to schedule and complete the detailed improvement work. We request that the State Highway Administration agree to reimburse the City for improvement work, at a total cost not to exceed \$50,000. The City would provide invoices to State Highway Administration incrementally as work is completed or as a one-time invoice, whichever is preferred by State Highway Administration.

Additionally, City and County staff express support for Mr. Jon Oberg's request for the installation of a crosswalk on the north leg of King Farm Blvd. and MD355 (see Attachment B). Please note that this intersection was rated one of the top eight priority intersections based on the City's rating system and field visits with the County. We feel that the requested pedestrian safety measures are still warranted. In the meanwhile, we express out thanks for your scheduling the installation of a crosswalk on the east leg and a pedestrian countdown signal on the south leg.

MAYOR Larry Giammo

COUNCIL
Robert E. Dorsey
John F. Hall, Jr.
Susan R. Hoffmann
Anne M. Robbins

CITY MANAGER
W. Mark Pentz

CITY CLERK Claire F. Funkhouser

CITY ATTORNEY
Paul T. Glasgow

Sincerely,

Marcus

Lawrence J. Marcus

Chief, Traffic & Transportation

cc: Bruce Mangum, Montgomery County DPW&T

Mr. Jon Oberg, 601 Grand Campion Dr., Rockville, MD

Eugene H. Cranor, Director of Public Works, City of Rockville

Emad Elshafei, Engineer II, City of Rockville

Katherine Kelly, Transportation Planner, City of Rockville

KMIC ISHA letter2 doc



ATTACHMENT A: CITY OF ROCKVILLE PRIORITY INTERSECTIONS

King Farm Boulevard and MD355/Frederick Road: North Leg

Street Classification: Major

Surrounding Land Use(s): Transit, Residential, Commercial Existing Facilities: Median, No Crosswalk, No Pedestrian Signal

Existing Facilities at Other Legs of the Intersection:

South Leg = Crosswalk, pedestrian signal

East Leg = No pedestrian facilities

• West Leg = Pedestrian Refuge, pedestrian signal

Problem: No facilities, is a major pedestrian crossing

City Staff Request: Installation of pedestrian signal and crosswalk

County Staff Response: Concurs with City Staff Request

King Farm Boulevard and MD355/Frederick Road: East Leg

Street Classification: Service Road

Surrounding Land Use(s): Transit, Residential, Commercial

Existing Facilities: None

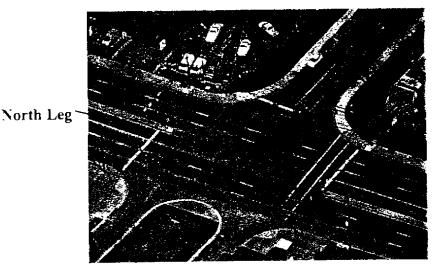
Existing Facilities at Other Legs of the Intersection:

- South Leg = Crosswalk, pedestrian signal
- North Leg = No pedestrian facilities
- West Leg = Pedestrian Refuge, pedestrian signal

Problem: No facilities, is a major pedestrian crossing

City Staff Request: Installation of pedestrian signal and crosswalk

County Staff Response: Concurs with City Staff Request



East Leg

North Washington Street and MD 355/Hungerford Drive: Southwest Leg

Street Classification: Business District/Major Surrounding Land Use(s): Commercial, Residential

Existing Facilities: None

Existing Facilities at Other Legs of the Intersection:

- South Leg = Crosswalk, Pedestrian Signal
- East Leg = Crosswalk, Pedestrian Signal
- North Leg = No pedestrian facilities

Problem: No pedestrian facilities, leads to residential and commercial City Staff Request: Installation of pedestrian signal and crosswalk

County Staff Response: County agrees that stop bar on West side can be moved back as part of the work accomplished by SHA in adding pedestrian signals.

North Washington Street and MD 355/Hungerford Drive: Northwest Leg

Street Classification: Business District/Major

Surrounding Land Use(s): Commercial

Existing Facilities: Hot right, pedestrian refuge island Existing Facilities at Other Legs of the Intersection:

- South Leg = Crosswalk, Pedestrian Signal
- East Leg = Crosswalk, Pedestrian Signal
- North Leg = No pedestrian facilities

Problem: Has a channelized right, no crosswalk

City Staff Request: Installation of pedestrian signal and cross-hatch crosswalk.

County Staff Response: Concurs with City staff request.

Northwest Leg



Southwest Leg

Redland Boulevard and MD355/Frederick Road: South Leg

Street Classification: Major

Surrounding Land Use(s): Transit, Residential, Commercial

Existing Facilities: Median

Existing Facilities at Other Legs of the Intersection:

- North Leg = Crosswalk, Pedestrian Signal
- East Leg = Crosswalk, Pedestrian Signal
- West Leg = Crosswalk, Pedestrian Signal

Problem: No Pedestrian facilities

City Staff Request: Installation of pedestrian signal and crosswalk

County Staff Response: Concurs with City staff request



South Leg

Rockville Pike/ First Street/ Wootton Parkway: South Leg

Street Classification: Major

Surrounding Land Use(s): Transit, Commercial

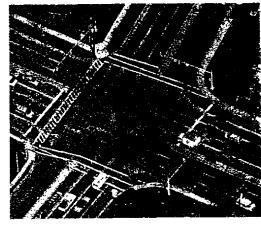
Existing Facilities: None.

Existing Facilities at Other Legs of the Intersection:

- North Leg = Cross-hatch crosswalk, pedestrian signal
- East Leg = Crosswalk and pedestrian signal
- West Leg = Crosswalk and pedestrian signal

City Staff Request: Installation of crosswalk, pedestrian signal, and pedestal for pedestrian signal.

County Staff Response: The installation of a crosswalk, pedestrian signal, and pedestal for pedestrian signal is do-able and would not negatively affect traffic operations. The cost of installation, however, may be prohibitive considering the current surrounding land uses and lack of destinations for pedestrians at this leg of the intersection.



South Leg

Shady Grove Road and Fallsgrove Boulevard: North Leg

Street Classification: Major

Surrounding Land Use(s): Transit, Residential, Commercial

Existing Facilities: Median

Existing Facilities at Other Legs of the Intersection:

- South Leg = Crosswalk, Pedestrian Signal
- East Leg = Crosswalk, Pedestrian Signal
- West Leg = Crosswalk, Pedestrian Signal

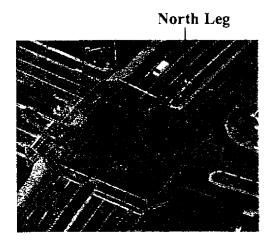
Problem: No pedestrian facilities and pedestrian buttons

are inaccessible

City Staff Request: Installation of pedestrian signal and crosswalk¹

County Staff Response:

- County feels that installation of a pedestrian signal and crosswalk will have a negative impact on traffic operations along Shady Grove Road.
- County has agreed to correct the pedestrian button height on the north side (NW corner).
- County requests that City installs conduit and relocate the pedestrian button on the SW leg of this intersection (currently inaccessible due to brickwork installed by developer).



West Gude Drive and MD355/Frederick Road: South Leg

Street Classification: Major

Surrounding Land Use(s): Commercial

Existing Facilities: Crosswalk, pedestrian signal Existing Facilities at Other Legs of the Intersection:

- North Leg = No pedestrian facilities
- East Leg = Crosswalk, pedestrian signal
- West Leg = Crosswalk, pedestrian signal

Problem: Crosswalk is portion of the Millennium

Trail and is very badly worn.

City Staff Request: Re-stripe crosswalk.

County Staff Response: This intersection leg was not

reviewed by County staff.



South Leg

- 25 pedestrians crossed the north leg westbound (toward Medical Center)
- 32 pedestrians crossed the north leg eastbound (toward Fallsgrove)
- 9 pedestrians crossed the south leg westbound
- 6 pedestrians crossed the south leg easthound
- I pedestrian crossed this intersection using the existing crosswalks to reach the Medical Center from Fallsgrove (i.e., beginning at the northeast corner, proceeding south across Fallsgrove Blvd. to the southeast corner, crossing Shady Grove Rd. to the southwest corner, then proceeding north across Medical Center Way to the northwest corner).

¹ City staff conducted pedestrian counts at this intersection on July 15, 2004 from 11:30 a.m. to 1:00 p.m. The highest volumes of pedestrian crossings took place on the one intersection leg (north leg) that currently does not have a crosswalk. Results are as follows:

ATTACHMENT B: E-MAIL REGARDING MD355/KING FARM BLVD.

----Original Message----

From: CHARLIE WATKINS [mailto: CWatkins@sha.state.md.us]

Sent: Monday, August 23, 2004 2:29 PM

To: Joberg@aol.com

Subject: MD 255 @King Farm Road - Pedestrian Issues

Dear Mr. Oberg:

This is in further response to your email regarding pedestrian safety at the subject location. I would like to thank you for taking the time to meet our traffic engineers at the site. Please let me assure you that the safety of pedestrians and motorists is of paramount importance to the State Highway Administration (SHA).

My traffic engineering staff has revaluated the subject intersection based on the suggestions you provided as well as further field visits, and I would like to share the observations with you. The timing for the pedestrian phase on the south leg of the intersection was checked. At present, the controller allows a total of 29 seconds in two phases (Walk and Flashing Don't Walk) for crossing MD 355. This meets our current standards by which we allow walk time such that a pedestrian walking at an average pace of 4 feet per second can safely traverse the intersection.

You also requested us to look into the possibility of providing a crosswalk across the north leg. A traffic count conducted at this site showed high pedestrian compliance for the present crosswalk configuration. Most people cross MD 355 on the south leg, but we do agree that for most commuters who walk to and from the King Farm Development to the Shady Grove Metro Station, the alignment of the present crosswalk can be puzzling as the natural path from the Metro Station leads them to the northeast corner of the intersection where there is no crosswalk. To alleviate this problem, we will be installing a crosswalk across the east leg of King Farm Boulevard. However, we are unable to comply with your request for a crosswalk across the north leg on MD 355 due to the high number of u-turning vehicles at this leg. Please understand that your safety as well as that of other commuters is of the utmost importance to us. We are recommending pedestrian countdown signals on the south leg of MD 355 to assist pedestrians in making an informed choice before stepping off the curb.

Thank you again for your e-mail. Your suggestions help us in making our roads safer for all. If you have any further questions, please do not hesitate to contact me or my Assistant District Engineer for Traffic, Lee Starkloff, at 301-513-7359 or 1-800-749-0737.

Sincerely,

Charlie K. Watkins District Engineer



City of Rockville 111 Maryland Avenue Rockville, Maryland 20850-2364 www.rockvillemd.gov

> Mayor & Council 240-314-8280 TTY 240-314-8137 FAX 240-314-8289

Larry on

Mr. Neil Pederson, Administrator
Office of the Administrator
State Highway Administration
Maryland Department of Transportation
707 N. Calvert Street
Baltimore, Maryland 21208

September 15, 2004

Dear Mr. Pederson,

The City of Rockville is currently engaged in an effort to maximize the efficiency of its roadway system and minimize commuter and truck traffic on residential streets. This letter asks for assistance from Maryland State Highway Administration to deter traffic traveling on I-270 from exiting to residential areas destined for Rockville's new Town Center, and for accessing points east of the City.

As you may be aware, the most direct access to Rockville Town Center and the Aspen Hill/Olney areas from I-270 is along MD28/West Montgomery Avenue and Great Falls Road. Unfortunately, of the four east-west oriented routes servicing this area, MD28 and Great Falls Road possess the most driveway access points from residences. Further, as traffic operates at or over capacity during the morning peak period, commuters divert onto parallel residential streets to avoid the congestion and save time.

From a supply perspective, it appears that help is on the way. Maryland State Highway Administration's Inter-County Connector and Montgomery County's Montrose Parkway will divert as much as 10-15% of commuter trips from MD28 and Maryland Avenue. However, the sub-regional population and employment forecasts, as well as City capacity analysis studies, project demand to overwhelm our transportation network supply.

The following specific requests address shifting a portion of the current and projected demand from streets with residential driveways to facilities designed with limited access and more capacity.

- 1. Initiate a project planning study for two potential interchanges: I-270/Gude Drive and MD355/Gude Drive. These improvements would create a bypass for subregional traffic around the Town Center vicinity and reduce travel time for such trips. This action would complement the shift in travel patterns associated with construction of the Inter-County Connector. Data could be drawn from the I-270 / US15 Multimodal Study and Inter-County Connector studies, reducing the cost for analysis.
- 2. With the two new Gude Drive interchanges, designate Gude Drive as MD28.

MAYOR Larry Giammo

COUNCIL
Robert E. Dorsey
John F. Hall, Jr.
Susan R. Hoffmann
Anns M. Robbins

CTING CITY MANAGER
Catherine Tuck Parrish

CITY CLERK Claire F. Funkhouser

CITY ATTORNEY
Paul T. Glasgow

- 3. Designate Exit 5 via signage as the Town Center access point for commuters traveling northbound on I-270. This would direct commuters to Maryland Avenue, which is the most direct access to the Town Center and has the least direct impact on residents.
- 4. Designate truck routes (with signage on I-270) to Town Center and points east that begin at exit #4 (using Tower Oaks Blvd and Wootton Pkwy) and exit #9 (using I-370, Shady Grove Road and MD355.)
- 5. For trips destined for locations east of the Rockville Town Center, such as Aspen Hill and the Norbeck corridor, add signage directing trips exiting I-270 (a) southbound to use MD28 (westbound) and Gude Drive (eastbound), and (b) northbound to use Montrose Road (eastbound), Tower Oaks (northbound). The City would complement the northbound exit strategy with signs on Tower Oaks Boulevard and Wootton Parkway (eastbound).

The above items will help the City of Rockville prepare for increased traffic as we develop the Town Center, and ensure that residents and commuters possess viable travel options to meet their needs and help to maintain the quality of life that our Rockville residents expect and appreciate.

Thank you in advance for your help with these items, and I am available to meet with you regarding these items at a time convenient for you.

Sincerely,

Larry Giammo

LARRY GIAMMO

Mayor

Cc: Senator Jennie Forehand, District 17
Delegate Kumar Barve, District 17

Delegate Michael Gordon, District 17

Delegate Luiz Simmons, District 17

Bridget Newton, President, West End Citizen's Association

Bob Bolcik, Chair, West End Traffic Committee

Catherine Tuck Parrish, Acting City Manager, City of Rockville

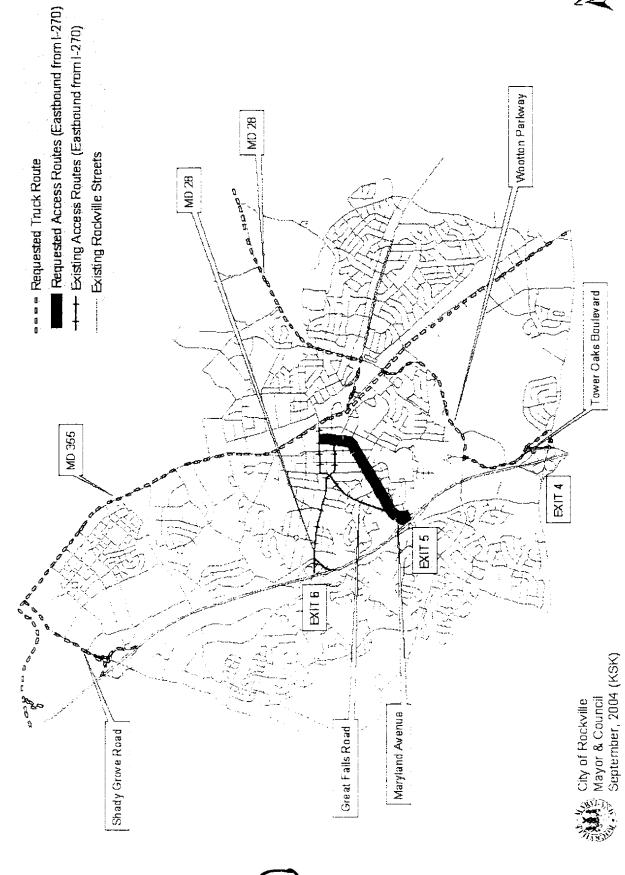
Eugene H. Cranor, Director of Public Works, City of Rockville

Larry Marcus, Chief of Traffic & Transportation, City of Rockville

Art Chambers, Director of Community Planning and

Development Services, City of Rockville

Town Center Access in Rockville





Tuesday, January 4, 2005 5:00 pm - 11:00 pm Presentation at 6:00 pm **Eleanor Roosevelt High School** 7601 Hanover Parkway Greenbelt, MD 20770

(Snow Date: January 10, 2005 same place and time)

Wednesday, January 5, 2005 5:00 pm - 11:00 pm Presentation at 6:00 pm

Gaithersburg High School 314 S. Frederick Avenue Gaithersburg, MD 20877

(Snow Date: January 12, 2005 - James Blake High School, 5:00 pm - 11:00 pmj

Saturday, January 8, 2005

9:00 am - 6:00 pm Presentation at 10:00 am

James Blake High School 300 Norwood Road Silver Spring, MD 20905

(Snow Date: January 15, 2005 same place and time)

Intercounty Connector Study

Draft Environmental Impact Statement/ **Draft Section 4(f) Evaluation Overview**

Public Hearing Brochure











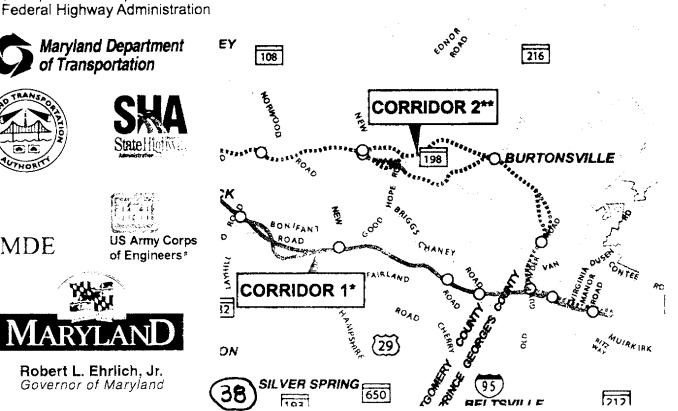
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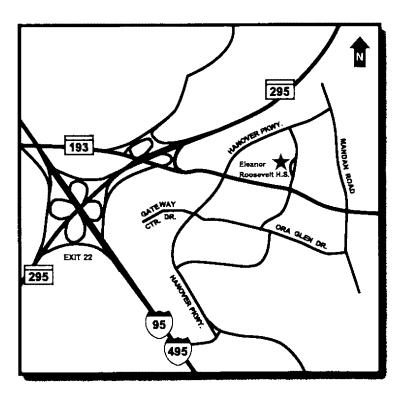
Robert L. Ehrlich, Jr. Governor of Maryland





former

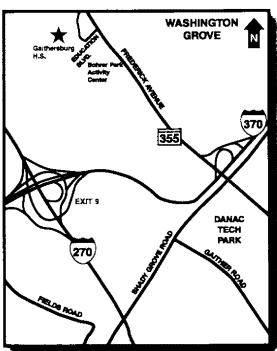
MEETING DIRECTIONS



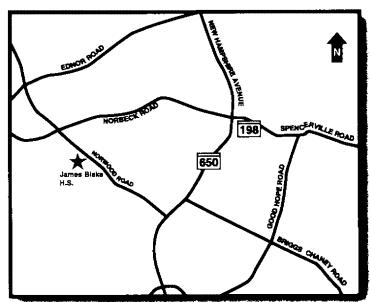
Eleanor Roosevelt High School 7601 Hanover Parkway Greenbelt, Maryland

From I-495:

- Take Exit 22 onto Baltimore-Washington Pkwy. /MD 295, North, towards Baltimore.
- Exit B-W Pkwy. at Greenbelt Rd./MD 193, East, towards NASA/Goddard.
- Continue approximately 1/4 mile to Hanover Pkwy. and turn left.
- Continue on Hanover Pkwy. to first right and turn onto school driveway.



Gaithersburg High School 314 S. Frederick Avenue Gaithersburg, Maryland



James Blake High School 300 Norwood Road Silver Spring, Maryland

■ Blake High School is on the west side of Norwood Road between Norbeck Road and MD 650 (New Hampshire Avenue).

From I-270:

- Take Exit 9 onto I-370 toward Gaithersburg Towne Center
- Exit I-370 onto MD 355 North.
- Continue on MD 355 to the third traffic signal. Turn left onto Education Blvd. (This is a shared entrance with Bohrer Park Activity Center).





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INTRODUCTION

This booklet is an overview of the Draft Environmental Impact Statement/Draft Section 4(f) Evaluation (DEIS) prepared for the proposed Intercounty Connector (ICC) in Montgomery and Prince George's counties. Three alternatives (including two Build Alternatives) are presented for public hearing comment: No-Action, Corridor 1, and Corridor 2. Also included is information regarding the Location/Design Public Hearings for this project.

Because of limited space, this booklet contains only a fraction of the information contained in the DEIS. Interested persons are encouraged to review the entire document for more detail, which is available on the ICC project website: www.iccstudy.org. The DEIS is also available for review at a number of locations throughout the study area (see page 24).

PROJECT DOCUMENTATE AGENCY ROLES

An Environmental Impact Statement is required by the National Environmental Policy Act of 1969 (NEPA) for this project because it is considered a major federal action that may significantly affect the environment. The DEIS is designed to present the results of the study's analysis of various alternatives, including the potential consequences of each and the avoidance and potential mitigation measures for associated impacts. The DEIS does not recommend a preferred alternative. State and federal officials will make that decision following the public hearings by using the information gathered in the study, as well as public and agency comments.

A Draft Section 4(f) Evaluation is included in the ICC DEIS. Section 4(f) of the Department of Transportation Act of 1966 is a federal law enacted to help preserve public park and recreation lands, wildlife and waterfowl refuges, and historic sites. Under Section 4(f), transportation projects requiring the use of land from Section 4(f) resources may be approved only if there is no prudent and feasible alternative to using that land and the project includes all possible planning to minimize harm to the Section 4(f) resources.

The ICC DEIS has been prepared by the Maryland State Highway Administration (SHA) and the Maryland Transportation Authority (MdTA) on behalf of the Federal Highway Administration (FHWA) and the Maryland Department of Transportation (MDOT). The ICC study is being conducted using a streamlined environmental review process that involves significant early coordination with federal, state, and local transportation, environmental, and planning agencies. This streamlined process relies on concurrence from the U.S. Army Corps of Engineers (USACE) and Maryland Department of the Environment (MDE) at key milestones. Concurrence demonstrates that agency comments have been satisfactorily considered, and allows the study documents to be used by these agencies

for NEPA and permitting purposes. The above agencies are joint sponsors of these Public Hearings and are soliciting public comment for their portion of the study. Numerous other agencies, including the U.S. Environmental Protection Agency (EPA), U.S. Fish and Wildlife Service, National Park Service, Maryland Department of Planning (MDP), Maryland Department of Natural Resources (DNR), Maryland Historical Trust (MHT), and the Maryland-National Capital Park and Planning Commission (M-NCPPC), are cooperating in this study.

The DEIS and Public Hearings will provide information to the USACE for its considerations of the Clean Water Act Section 404 Permit, which would be required for this project. The USACE regulates discharges of dredged or fill material into streams and wetlands (Waters of the United States). The ICC study also satisfies the alternatives analysis requirements for MDE of the Maryland Nontidal Wetlands and Waterways Permit concerning proposed impacts to nontidal wetlands. In addition, a water quality certification, pursuant to Section 401 of the Clean Water Act, will be required from MDE. The Public Hearings are also the forum for seeking comments on the results of the Section 106 Evaluation of the National Historic Preservation Act, which requires that effects on significant historic properties are considered during the development of the project. Other federal, state and local permits and approvals will be obtained as part of this project.

PROJECT BACKGROUND

An ICC has been planned for approximately five decades. Here is a brief history of the project:

- 1950 The National Capital Planning Commission proposed an outer circumferential freeway (Outer Beltway).
- 1968 Montgomery County dropped the Outer Beltway Alignment and retained the current ICC Master Plan Alignment.
- 1975 In a joint decision, both counties and MDOT dropped the concept of an Outer Beltway, but the portion between I-270 and I-95 was retained as the ICC.
- 1979 SHA conducted two project planning studies for the
- -1999 ICC; however, no final decisions were made.
- 2003 SHA initiated current project planning study.

PURPOSE AND NED

A Purpose and Need Statement documents why a project is necessary, sets forth the goals and objectives that a project is being undertaken to meet, and is the foundation for determining if alternatives meet the needs in the area. The study team developed the ICC study Purpose and Need Statement and presented it at an Interagency Workshop and scoping meeting in June 2003. After receiving and

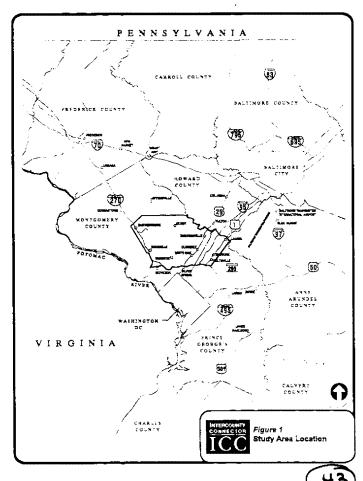


considering all agency comments, as well as public comment following a series of workshops, the study team received letters of concurrence from the USACE and the MDE. In addition, the following agencies agreed on the content of the project Purpose and Need Statement:

- U.S. Environmental Protection Agency
- Federal Highway Administration
- U.S. Fish and Wildlife Service
- Maryland Historical Trust/Maryland State Historic Preservation Officer
- Maryland Department of Natural Resources
- Maryland Department of Planning
- Maryland Department of Transportation
- Maryland Transportation Authority
- National Park Service

PROJECT PURPOSE

The proposed Intercounty Connector (ICC) project is intended to link existing and proposed development areas between the I-270 and I-95/US 1 corridors within central and eastern Montgomery County and northwestern Prince George's County with a state-of-the-art, multi-modal, east-west highway that limits access and accommodates passenger and goods movement (see *Figure 1* below). This transportation project is intended to increase community mobility and safety; to facilitate the movement of goods



and people to and from economic centers; to provide costeffective transportation infrastructure to serve existing and future development patterns reflecting local land use planning objectives; to help restore the natural, human, and cultural environments from past development impacts in the project area; and to advance homeland security.

PROJECT NEEDS

The following needs have been identified for this project:

Community Mobility and Safety

Mobility in the developed portions of Montgomery and northwestern Prince George's counties is severely limited, in part because there is no continuous high capacity transportation facility. This lack of mobility limits job opportunities, interaction between communities, and access to government and community services, and contributes to a decrease in the quality of life. The study area has developed without a planned regional east-west highway. The lack of such a highway severely limits mobility and creates safety hazards in and among the developed portions of Montgomery and northwestern Prince George's counties. The development that has occurred in the region has resulted in significant east-west travel, but absent an ICC, the local road system must accommodate extremely high volumes of traffic. This overloads local roads resulting in clogged intersections, longer travel times, and limited access for local residents from their driveways and smaller side streets. There are numerous accidents of all types and severity due to the dangerous mix of local, longer-distance, and service vehicles mixing with bicycles and pedestrians. The number of potential conflicts due to the numerous driveways, side streets, and other access points contributes to the unsafe condition on the local road network.

Movement of Goods and People to and from Economic Centers

An east-west highway north of the Capital Beltway is needed to support the continued attraction and retention of businesses and employment opportunities in the region. The extensive economic development areas include the I-270 High Technology Corridor, the Baltimore-Washington International (BWI) Airport development area, and the I-95/US 1 corridor. New highway capacity that is efficient and reliable is necessary to accommodate passenger and freight travel, moving people, goods, and services throughout the region. Growing congestion in the area today increases costs of doing business, in part because of longer travel times and unreliability to the detriment of the health of the economy.

Local Land Use

Montgomery County and northwestern Prince George's County have developed as planned, with intense development in jobs and households along the I-270, I-95/US 1, and I-495 corridors. An east-west regional highway facility has long been a part of local land use planning in order to support the region's orderly growth and development patterns. The foundation for Montgomery and Prince George's counties' general plans (and updates) for the last

forty years has been the "On Wedges and Corridors" land use concept, which channels growth into development corridors radiating from or ringing the District of Columbia while preserving wedges of open space, farmland, and lower density residential areas. This overall planning concept is periodically updated in a public process that gives due consideration to sustainability, land preservation, development density, and environmental sensitivity. Local officials have carefully executed these progressive land use concepts. Prince George's County expanded upon this concept by adopting a nodes, centers, and tiers concept in its land use planning, which is reflected in the Prince George's County 2002 General Plan.

Environmental Stewardship

The planned development that has occurred has created certain stresses on the study area's environments, including the rich natural resources associated with the north-south oriented stream valleys and their parks. Alternatives for the new east-west highway would be developed in an environmentally sensitive manner using state-of-the-art measures to avoid, minimize, and mitigate impacts. Further, the alternatives will include appropriate environmental restoration and enhancements. The land use plans in Montgomery and Prince George's counties highly value environmental stewardship and resource protection. These plans allocate certain areas to private and public development and to preservation and open space. The ICC is a major public works project in an already highly developed area, and as such, it needs to be located and designed with full consideration of the current and future condition of important environmental resources in the study area. The alternatives will incorporate restoration and enhancement features to help bring about improvements to natural, cultural, and community environmental conditions, including but not limited to those that exist today because of past development in the area.

Homeland Security

A new east-west highway would provide much needed system capacity for population evacuation and emergency vehicle access in and around the National Capital. With regular congestion on the Capital Beltway, made worse by accidents or other incidents, the region needs a reliable alternate east-west route for emergency response situations. Additional east-west multimodal highway capacity north of the Capital Beltway would provide a grid of high capacity transportation needed in the event of an emergency or sudden need for access. The Washington metropolitan area is home to many government, military, and community installations with unique Homeland Security concerns and responsibilities. These agencies depend on a clear, expeditious access and evacuation route always being available. On September 11, 2001, it became clear that this region does not contain sufficient highway capacity to accommodate city-wide and metro area evacuation and subsequent emergency planning has underscored the need for an ICC between the interstate corridors north of the Beltway.



As part of the streamlined process, the current study reflects regulatory requirements and procedures for identifying existing resources that may be affected in the study area. The iCC Study Team worked with federal, state and local agencies to develop a methodology for developing an environmental resource inventory by using — and improving upon — the resource information from the previous study. Identifying community, natural and cultural resources in the study area is an essential part of the planning process.

SOCIAL CHARACTERISTICS

The study area is comprised of a wide variety of land uses and demographic trends from employment and housing centers along several transportation corridors, to medium to low density residential neighborhoods between corridors. The percentage of growth in number of households from 2000 to 2030 for the state, Montgomery County, and Prince George's County is anticipated to be somewhat greater than that of the study area.

The study team gathered socioeconomic and demographic data for the study area and conducted an Environmental Justice analysis to identify and address potential disproportionate effects on minority and low-income populations. In addition, an integrated Community Impact Assessment and public involvement approach has been completed for the DEIS to provide the most thorough analysis of community impacts ever completed for a planning study in Maryland. A summary of this analysis can be found in the Environmental Consequences section of this booklet.

M-NCPPC's Wedges and Corridors planning and zoning concept has guided development in Montgomery and Prince George's counties for more than 40 years. Prince George's County recently expanded upon this concept by adopting development guidelines based on the concept of nodes, centers and tiers. Master plans and the process for approving and adopting them is of significant importance to residences and businesses in Montgomery and Prince George's counties. As an example of this commitment, Montgomery County homebuyers for 30 years have been required to acknowledge that they had the opportunity to review the area master plans before settling on a home purchase.

In Montgomery County, the I-270 corridor is the county's major radial transportation route served by a variety of transportation options surrounded by commercial/industrial and high-density residential development along I-270, MD 355, and Metrorail. In contrast to the dense development of the I-270 corridor, a secondary corridor along US 29 has developed more as an industrial/commercial area, along with residential development. Both of these corridors lie within the Montgomery County portion of the study area.

Present and planned future growth in northwest Prince George's County is centered on I-95 and US 1. At the north end of this subregion, between the Patuxent River/Rocky



Gorge Reservoir and MD 198, is a residential development zone that includes mostly single-family houses with some attached houses near Laurel. The middle zone, extending roughly two-and-a-half miles to the south of MD 198, is an area that has been used for mineral extraction and agriculture and is planned to be a major new town center. The southern zone incorporates a combination of primarily residential and commercial land uses.

Montgomery and Prince George's counties' master plans show an ICC linking the interstate corridors. Approximately 64 percent of the Corridor 1 Alternative is located within a Maryland Smart Growth law Priority Funding Area (PFA) and approximately 35 percent of the Corridor 2 Alternative is located within a PFA. An ICC purpose is to link two interstate highway corridors in designated PFAs.

ECONOMIC ENVIRONMENT

The majority of employment and residences in the study area is situated around the Master Plan-defined "urban ring", near Metrorail stations, along the major development corridors of I-95, I-270, US 1, and MD 295, and to a lesser extent along such roadways as US 29, MD 97, MD 355, and MD 650.

The I-270 and I-95/US1 corridors are planned to experience significant economic growth in the coming years as a result of promoting the concentration of development in these areas. These major north-south transportation corridors are expected and planned to be future locations of employment and housing concentrations in accordance with the plans adopted by Montgomery and Prince George's counties.

CULTURAL RESOURCES

In consultation with the Maryland Historical Trust (MHT) in its capacity as the Maryland State Historic Preservation Officer, FHWA and SHA have identified one Historic District listed on the National Register of Historic Places (NRHP) and 26 historic standing structures that have been determined to be eligible for listing on the NRHP within the ICC's Area of Potential Effects (APE). The ICC study area also includes two Maryland Certified Heritage Areas, the Montgomery County Heritage Area and the Anacostia Trails Heritage Area.

Based on studies to date, at least seven archaeological sites will need to be evaluated further for the ICC Study. Four sites are potentially NRHP-eligible and have been recommended for further evaluation. Three known sites may extend into the APE and will require additional identification survey.

NATURAL ENVIRONMENT

The natural environmental resources inventories completed as part of previous studies were thoroughly updated to reflect changes in the landscape and to address changes in regulations. Current wetland boundaries are different from those shown in previous studies, with some new wetland areas of various quality having been assessed. The most notable increases are in the area of the proposed I-95 interchange where mining activity has occurred and created low-quality wash pond wetlands that may be regulated under today's interpretations. Aquatic resource studies compared

existing data to previous study data to determine trends in the health of streams throughout the study area. Concerns related to groundwater, floodplains, and drinking water reservoirs are also addressed in the current DEIS.

Forested areas were field surveyed and forest stand boundaries were mapped. Forest interior dwelling species (birds) habitat was also identified and mapped throughout the study area. Surveys and agency coordination conducted for the presence of rare, threatened and endangered species resulted in the identification of four state endangered or threatened plant species. Wildlife assessments involved a detailed deer/vehicle collision analysis, resulting in an expanded evaluation of wildlife crossings, including culverts and bridges. Vernal pools (contained, seasonal depressions with a seasonal source of water) that are vital to certain reptiles and amphibians were also mapped throughout the study area. A detailed assessment of sensitive areas within the study area was conducted to reflect sensitive habitats designated by state and local agencies.

EXISTING NOISE LEVELS

Fifty-three Noise Sensitive Areas (NSAs) were identified within the study area in order to conduct a comprehensive noise analysis. Short-term ambient measurements were recorded for all NSAs over 20-minute intervals and were taken on weekdays in October 2003 through May 2004, to measure current noise conditions. Traffic classification counts, along with vehicle speeds, were also recorded during monitoring periods. These traffic counts were used to calibrate FHWA's Traffic Noise Model Version 2.1. In locations where receptors were not near any major roadways and noise levels were not expected to have increased, short-term measurement data from previous studies were used. The ambient measurements ranged from 41 decibels (dBA) to 75 dBA.

An acoustical analysis has been performed to assess projected 2030 design year noise levels of each of the Build Alternatives, and to assess noise abatement options. The results can be found in the Environmental Consequences section of this booklet.

AIR QUALITY

The ICC project is within the EPA's National Capital Interstate Air Quality Control Region 047. As the Washington metropolitan region is an ozone non-attainment area and portions of the region are carbon monoxide maintenance areas, conformity to the State Implementation Plan (SIP) is determined through a regional air quality analysis performed on the Transportation Improvement Program (TIP) and Constrained Long Range Plan (CLRP). The Metropolitan-Washington Council of Governments (MWCOG) has analyzed the impacts of future transportation projects on air quality. The MWCOG has determined that the network of future transportation facilities in the TIP and CLRP, including the ICC Build Alternatives, are in conformity with the SIP for air quality.

A microscale air quality analysis has been performed to determine the effects on local carbon monoxide levels of each of the Build Alternatives. Results can be found in the Environmental Consequences section of this booklet.

ALTERNATIVES DEVELOR

Scoping is the first phase of a planning study and involves collecting environmental data and engaging project stakeholders to develop ideas that address project needs. The scoping process began with an Interagency Workshop, where more than 100 representatives from 28 local, state and federal agencies gathered in June 2003. In addition, Scoping Public Open Houses were held in June and September 2003 in Montgomery and Prince George's counties that were attended by nearly 800 people. Information at the Open Houses was also made available on the project website for comment.

In all, the process participants identified more than 300 alternatives, including alternatives that were suggested either during prior studies or during scoping. The Study Team considered past studies and the current Purpose and Need Statement during the alternatives screening process. Many of the suggested alternatives were grouped together. (Under NEPA, the No-Action Alternative must be carried forward as a baseline comparison.)

The results of preliminary study were presented at three Alternatives Public Workshops in November 2003, where 17 potential Build Alternatives, many with optional alignments and features, were identified and presented. After considering input from agency representatives and the public, the study team undertook a preliminary analysis to determine whether the proposed alternatives could meet the project Purpose and Need. As a result, it was determined that 15 of the 17 Preliminary Build Alternatives did not satisfy the Purpose and Need and were dropped from further consideration. In addition, several design options were dropped because they resulted in greater impacts and did not represent any advantage over other options presented: Rock Creek Option B along Corridors 1 and 2, Paint Branch Option B along Corridor 1, and Corridors 1 and 2 Non-Tolled Options. Additional details about the options and alternatives dropped from further study are included in the DEIS.

ALTERNATIVES UNDER CONSIDERATION

Three alternatives were recommended for detailed study because additional information was required to determine if any address the ICC's Purpose and Need while balancing concerns for an environmentally sensitive transportation improvement.

NO-ACTION ALTERNATIVE

The No-Action (or No-Build) Alternative must be studied in the NEPA process to form a basis of comparison for the Build Alternatives. With the No-Action Alternative.

no substantial improvement will be made to east-west transportation facilities beyond those improvements included in the Metropolitan Washington Council of Governments' Constrained Long Range Transportation Plan (CLRP) for 2003. The CLRP includes more than 120 major highway and transit projects in the region that are planned for construction by 2030. Despite this significant investment, the CLRP does not fully address the needs identified in the ICC study. The major roadway and transit elements of the CLRP within the study area include:

- I-95/Contee Road interchange
- I-270 Improvement: I-370 to I-70
- US 1 widening to 6 lanes: Cherry Hill Road to I-495
- US 29 upgrade (to expressway): MD 650 to Howard County Line (currently under construction)
- MD 28/MD 198 upgrade and widening: MD 97 to I-95
- MD 28/MD 97 interchange
- MD 212 Relocated: US 1 to I-95
- MD 355/Montrose Road/Randolph Road interchange
- Montrose Parkway: Existing Montrose Road to Old Georgetown Road
- Bi-County Transitway: Bethesda to New Carrollton
- Corridor Cities Transitway: Shady Grove Metrorail Station to Clarksburg

The CLRP also includes routine maintenance projects, along with minor intersection, interchange, and roadway improvements to address localized problems. Measures to reduce travel demand, such as more transit and vanpool incentives would continue to occur.

BUILD ALTERNATIVES

(Please refer to Figure 2 on page 8 and Figure 2-a on page 9.)

Basic Features

The two Build Alternatives (Corridor 1 and Corridor 2) under consideration take different routes through much of the study area, but share similar design characteristics.

The basic features of the ICC Build Alternatives are based on current context-sensitive design principles, highway safety, functionality, environmental stewardship, visual character, and opportunities for transit. Efforts have been made to reduce the footprint of the roadway as much as possible, integrate the highway with the existing topography, and minimize impacts to communities, forests and parks.

The basic features for both Build Alternatives include:

- A limited-access, six-lane (three in each direction) multimodal highway with interchanges spaced throughout the facility. There would be no traffic signals along the facility except for its terminus at US 1.
- Electronic toll collection at highway speeds with no toll plazas.

- A reduced roadway footprint due to the use of variable median widths (possibly less than 30 feet in especially sensitive areas). In addition, guardrails, retaining walls, and other roadside treatments would minimize the footprint.
- A lower roadway profile by building the road below ground level where practicable to reduce visual impacts to adjacent communities.
- Minimized impacts in park areas by using minimal cut, longer bridges at major stream crossings, environmentally sensitive construction techniques, and avoiding parallel stream crossings.
- Alignment options that avoid communities and environmental resources.
- Variable treatments for stormwater management.
- Environmental Stewardship features.
- Sound barriers and screening where warranted, feasible, and reasonable.
- Landscaping.
- Intelligent Transportation Systems, such as variable message signs.

Multi-Modal Features

Transit

As a multi-modal highway, an ICC would provide a route for high-quality, east-west express bus service. It would be designed to take advantage of the reliable and relatively free-flow conditions on an ICC. Commuters and others would be able to access the express bus service using enhanced and existing local bus service, as well as park-and-ride facilities throughout the corridor. The proposed transit service concept was conceived to serve major employment centers as well as provide access to rail transit centers throughout the study area.

Potential park-and-ride lots along both corridors are proposed at MD 97, MD 182, and US 29. Along Corridor 2, additional park-and-ride lots are being evaluated at MD 650 south of the ICC alignment and at Contee Road. New express bus routes were modeled as part of the traffic analysis. These representative express bus routes assumed in the travel demand model would serve: Shady Grove Metro to Greenbelt Metro; Shady Grove Metro to Muirkirk and South Laurel MARC; Columbia to Shady Grove Metro; Rockville Metro to Muirkirk MARC; Burtonsville to Greenbelt Metro; and Glenmont Metro to Shady Grove Metro/Shady Grove Adventist Hospital.

The express bus service and local feeder bus service as well as the park-and-ride lot configurations would be refined by the Maryland Transit Administration (MTA), Washington Metropolitan Area Transit Authority (WMATA), and local transit providers if and when a Build Alternative is chosen.

Bicycle/Pedestrian Route Plan

As part of this study, an optional bicycle/pedestrian route plan was developed for the study area. This plan includes a combination of segments along an ICC as well as segments along existing roads. Effort was made to recognize the vital link between existing and planned trail systems consistent with master plans of Montgomery and Prince George's counties. Construction of the bicycle/pedestrian route would not be included as part of an ICC.

Corridor 1 Alternative

The Corridor 1 Alternative follows the general alignment set by Montgomery and Prince George's counties in their master plans. The alternative extends approximately 18 miles from I-370/I-270 near the Shady Grove Metrorail Station to an atgrade intersection at US 1, south of Laurel. Approximately 16 of the 18 miles are located in Montgomery County, and approximately two miles are in Prince George's County. Alignment options are considered in the vicinity of Rock Creek and Northwest Branch (see page 7).

Corridor 1 would include seven interchanges and one optional interchange. Interchanges would be provided at MD 355, Shady Grove Metro Access Road, MD 97, MD 650, Old Columbia Pike/US 29/Briggs Chaney Road, I-95, and Virginia Manor Road. The optional interchange is at MD 182 (Layhill Road).

Also being considered is an option to terminate an ICC at I-95 (see page 7). If the I-95 Truncated Option is selected, there would be no interchange at Virginia Manor Road or intersection at US 1.

Corridor 2 Alternative

The Corridor 2 Alternative extends approximately 20 miles from I-370/I-270 near the Shady Grove Metrorail Station to an at-grade intersection at US 1, south of Laurel. From 1-370 to MD 97, this alternative would be identical to Corridor 1. However, at MD 97, it would curve to the northeast and roughly follow the MD 28/MD 198 route (replacing Norbeck Road Extended between MD 182 and MD 650), crossing to the south of MD 198 near the Montgomery County/Prince George's County line and rejoining Corridor 1 on the west side of I-95. From the west side of I-95 to US 1, Corridor 2 would be identical to Corridor 1. Approximately 16 of the 20 miles are located in Montgomery County, and approximately four miles are in Prince George's County. Alignment options are being considered in the vicinity of Rock Creek, Norbeck (just east of MD 97), Spencerville, Burtonsville and west of Old Gunpowder Road (MD 198 near the Montgomery County/ Prince George's County line) (see page 7).

Corridor 2 would include eight interchanges and one optional interchange. Interchanges would be provided at MD 355, Shady Grove Metro Access Road, MD 97, MD 182, MD 650, US 29, Contee Road, I-95, and Virginia Manor Road. The optional interchange is at MD 182 (Layhill Road).



Also being considered is an option to terminate an ICC at I-95 (see page 7) If the I-95 Truncated Option is selected, there would be no interchange at Virginia Manor Road or intersection at US 1.

Alignment and Interchange Options

Alignment options have been developed to help the study team determine the best location of an ICC in certain areas. This involves the difficult challenge of attempting to strike a balance between the potential impacts to more than one community or natural resource. The alignment options were developed in coordination with federal, state and local agencies. Additional information on impacts of these alignment options is contained in the Environmental Consequences section later in this bookiet.

Rock Creek Options A and C

Along Corridors 1 and 2, in the vicinity of Rock Creek, two alignment options are under consideration. Rock Creek Option A follows the general alignment identified for the ICC in Montgomery County's Master Plan. Rock Creek Option C was developed as a minimization option for parkland impacts. Along Rock Creek Option C, there are also two suboptions under consideration for the crossing of Olde Mill Run: a grade-separated crossing with an ICC under Olde Mill Run or an at-grade crossing with cul-de-sacs on Olde Mill Run north and south of the proposed ICC.

Both Rock Creek Options A and C would impact Rock Creek Regional Park. However, Rock Creek Option A crosses the park at a much wider location than Option C, resulting in a larger impact at this location. Rock Creek Option C would require a substantially smaller park impact; however, the alignment shift necessary to cross Rock Creek Regional Park at a narrower location would impact several communities and require approximately 17 residential displacements compared to three for Option A. Rock Creek Option A would also result in more impacts to wetlands than would Option C.

Northwest Branch Options A and B

Along Corridor 1, in the vicinity of Northwest Branch, two alignment options are under consideration. Northwest Branch Option B follows the general alignment identified for the ICC in Montgomery County's Master Plan and utilizes a corridor previously reserved for transportation use. Northwest Branch Option A was developed as an option to minimize impacts to streams, wetlands, and floodplains associated with Northwest Branch Option B.

Norbeck Options A and B

Along Corridor 2, east of the proposed MD 97 interchange, two alignment options are under consideration. Norbeck Option A was developed to avoid impacts to the Trotters Glen Golf Course, but would instead impact residences along Mt. Everest Lane. Conversely, Norbeck Option B would avoid the residences along Mt. Everest Lane, but would impact the Trotters Glen Golf Course. Norbeck Option B would also have fewer impacts to streams, floodplains and forests than Norbeck Option A, but would have a significantly higher cost.

Spencerville Options A, B, C and D

Along Corridor 2, east of the proposed MD 650 (New Hampshire Avenue) interchange, four alignment options are under consideration. Spencerville Option A was developed to avoid Spencerville Korean Church and Edgewood II, but would impact residences along Upland Drive. Spencerville Option B would avoid Edgewood II and the residences along Upland Drive, but would impact the Spencerville Korean Church. Spencerville Option C would avoid the Spencerville Korean Church and the residences along Upland Drive, but would impact Edgewood II. Spencerville Option D would avoid the Spencerville Korean Church, Edgewood II and the residences along Upland Drive, but would incur additional residential impacts north of MD 198.

Burtonsville Options A and B

Along Corridor 2, west of the proposed US 29 interchange, two alignment options are under consideration. Burtonsville Option A was developed to minimize stream impacts in the T. Howard Duckett (Rocky Gorge) Reservoir watershed, but would have impacts to Paint Branch and the historic Free Methodist Church Camp Meeting Ground. Burtonsville Option B would avoid Paint Branch and the historic Free Methodist Church Camp Meeting Ground, but would have greater impacts to streams in the Rocky Gorge Reservoir watershed.

Fairland Options A and B

Along Corridor 2, east of the proposed US 29 interchange, two alignment options are under consideration. Fairland Option A was initially developed as an alternative to Fairland Option B to minimize wetland impacts.

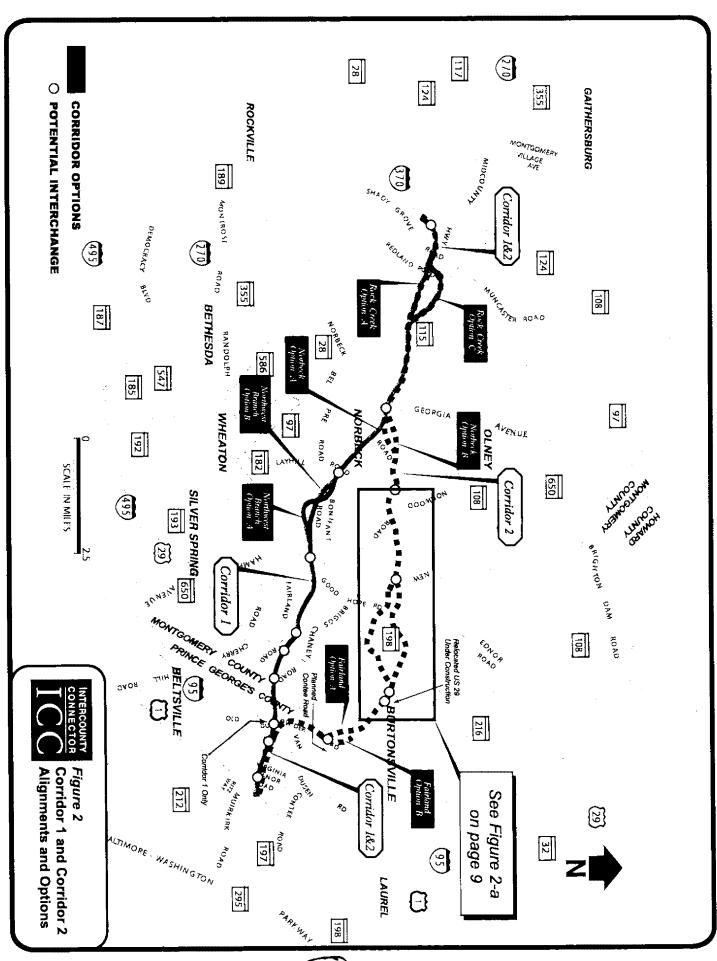
MD 182 Interchange Option

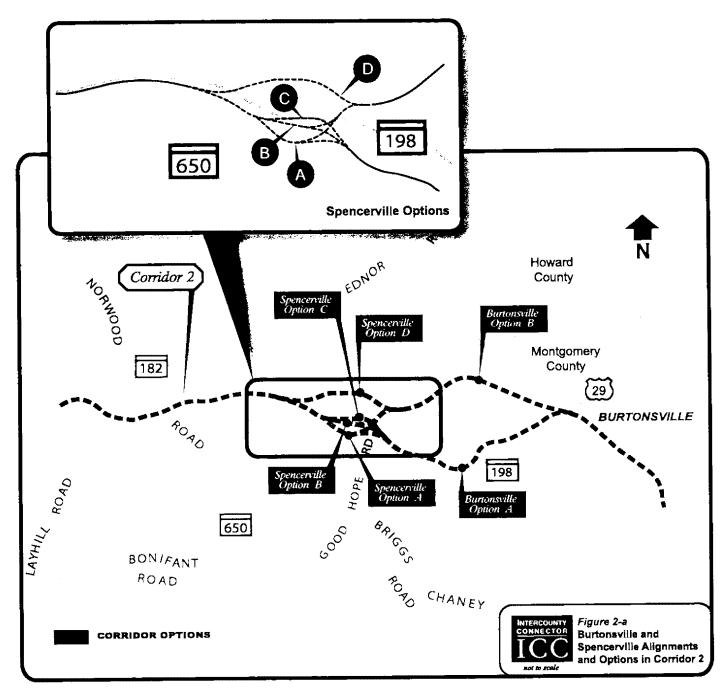
An optional interchange at MD 182 (Layhill Road) is being considered under the Build Alternatives. MD 182 is a northsouth oriented roadway that serves the communities in the center of the study area and connects MD 97 near the Glenmont Metro Station and MD 108. If an interchange with an ICC was not provided, local motorists would need to travel a substantial distance to access an ICC via either the MD 97 or MD 650 interchanges. Travel demand forecasts show that an interchange at MD 182 would be used by approximately 30,000 vehicles per day. Not providing this access would reduce some natural resource impacts, but would diminish mobility for these travelers and worsen traffic operations of nearby intersections and roadways. The study team has preliminarily concluded that providing the MD 182 interchange, with both Build Alternatives, is needed for safe and efficient traffic operations and to greatly enhance community mobility and safety.

1-95 Truncated Option

There is an option under consideration to terminate the proposed ICC at I-95 instead of US 1. This would eliminate the need for the Virginia Manor Road interchange and the US 1 intersection. This option was developed as a measure to reduce costs associated with the project and in response to concerns raised by some Prince George's County officials. The Truncated Option would reduce the length of Corridor 1 in Prince George's County to about one mile and the length of Corridor 2 to about







three miles. This option would reduce some impacts to natural resources, but would not provide the planned transportation capacity east of I-95.

Tolls

Electronic toll collection is a basic design element of both Build Alternatives, and involves a system of overhead gantries, rather than toll plazas, that would collect tolls electronically while allowing traffic to flow at highway speeds. All users would pay tolls electronically, either through the use of a transponder (e.g., EZPass) or through a system known as video tolling.

Toll rates for an ICC would be established to achieve two primary goals:

- To generate adequate revenue to cover operating costs and to make a substantial contribution to the cost of building the highway, and ultimately, to contribute to funding the Authority's consolidated system of toll facilities
- To manage traffic demand and congestion, most likely varying tolls by time of day (for example: peak vs. nonpeak)

The actual toll rates to be charged on an ICC would be determined by the MdTA, which is responsible for operating all tolled highways, bridges, and tunnels in Maryland. MdTA's decision regarding toll rates is not a part of this study. Instead, MdTA would set toll rates after this study is completed, most likely at a time shortly before the opening of an ICC.



For planning purposes in this study, a "baseline toll rate" has been assumed. In addition to considering the baseline toll rate, the study team also conducted a sensitivity analysis to determine the potential effects of lower or higher toll rates on traffic volumes on an ICC itself, as well as on local roads. The sensitivity analysis showed that tolling can effectively manage congestion on an ICC without significantly affecting traffic volumes on local roads.

Funding Strategy

MDOT and MdTA have developed a concept-funding plan for an ICC. Its goal is to allow construction of the project and, at the same time, to provide maximum funding for other needed transportation projects. The financing plan, which addresses the cost of future inflation, would use a variety of sources, including:

- MdTA revenue bonds, backed by toll revenues from the ICC and other MdTA facilities. Using MdTA bonds preserves the Maryland Transportation Trust Fund for other needed projects across the State.
- Bonds to be repaid with a portion of federal formula highway funds, referred to as Grant Anticipation Revenue Vehicle, or GARVEE bonds. GARVEE bonds would be repaid with future federal highway funds over a 15-year period. Annual payments on the bonds would utilize no more than 20 percent of Maryland's annual federal highway funds, which are anticipated to be more than \$500 million per year (leaving over \$400 million per year in federal funds for other projects). The \$100 million per year cost of GARVEES roughly matches the additional cost that would be incurred annually due to inflation if the ICC's construction were delayed. GARVEE bonds have been used by as many as 15 other states to apply federal funds to major transportation projects similar to an ICC.
- Limited funding from the Maryland Transportation Trust Fund.
- Special federal funds earmarked for the project by Congress.

Most of an ICC's cost will be paid with bonds, which spread the cost of the project over a 15-30 year period. Using bond financing, like using a mortgage to finance the purchase of a house, makes the purchase affordable by keeping annual payments to a minimum, thus allowing funding for other transportation projects. It also shortens the time by which an ICC could be constructed, allowing the transportation and economic benefits of the project to be realized much earlier than otherwise would be possible and minimizing additional costs due to inflation.

EFFECTS ON TRAVE

Each Build Alternative was designed for traffic conditions anticipated in 2030. The performance of each Build Alternative was compared to the 2030 No-Action Alternative.

which, as described earlier, includes all of the projects in the region's long-term transportation plan.

NO-ACTION ALTERNATIVE Traffic Impacts to the Study Area Network

Study area residents and businesses today suffer from a severe lack of mobility and accessibility. Even with all of the planned improvements included in the No-Action Alternative, travel conditions will worsen significantly by 2030.

The region's Metropolitan Washington Council of Governments employment and population projections for 2030 include the following:

- The number of jobs in the study area will grow by 32 percent by 2030 – an increase of more than 108,000 jobs. Regionally, employment will increase by 46 percent.
- Population in the study area is expected to grow by 24 percent by 2030 – an increase of nearly 130,000 people. The regional population will total approximately 6.1 million people by 2030, a 34 percent increase over 2000 population levels.

These high levels of regional and study area population and employment growth will lead to a significant increase in the total vehicle miles of travel within the study area. As *Figure* 3 on page 11 illustrates, local roads in the study area would experience a substantial increase in traffic between 2000 and 2030 under the No-Action Alternative.

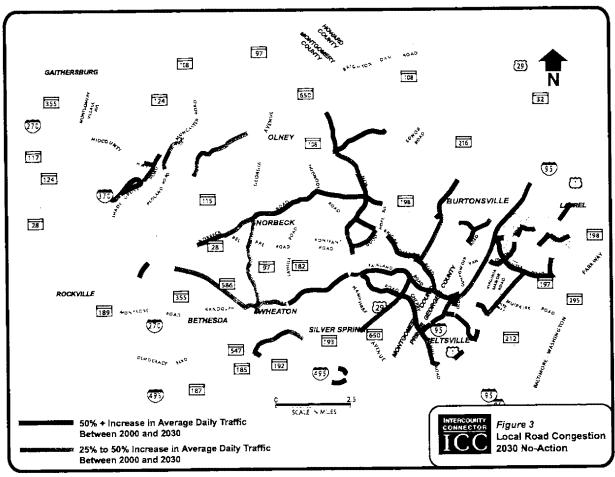
The increasing levels of congestion on study area roadways would result in significant increases in travel time for eastwest travel. For example, peak period travel times between Rockville and points to the east, such as Laurel and BWI Airport, are projected to increase by approximately 50 percent. Likewise, the hours at which the intersections operate over capacity will increase dramatically. In the year 2030, with the No-Action Alternative, the combined number of hours at or over capacity of the intersections analyzed will nearly double.

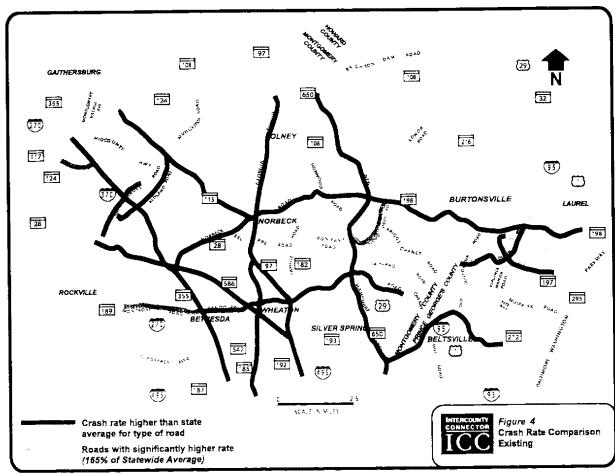
The ICC study team analyzed crash data for the years 2000-2003 and compared these rates on study area roadways to the statewide average crash rates for similar roadways. *Figure 4* on page 11 identifies area roadways that have exhibited a higher crash rate than the statewide average from 2000-2003. The number of crashes would likely increase as mobility and accessibility worsens by 2030.

BUILD ALTERNATIVES -Traffic Impacts to the Study Area Network

The results of the travel demand and traffic analyses indicate the ICC Build Alternatives would provide a reliable, safer travel choice that would result in regional mobility benefits such as travel time savings, increased accessibility to jobs and homes, increased transit usage, as well as local congestion relief.

51





Travel Times and Reliability

Travel time savings and reliability are two measures of increased mobility and accessibility. Estimated travel times between representative activity centers during the AM and PM peak periods were examined for each alternative. The analysis shows an ICC would significantly reduce travel times for many trips. The shaded areas in *Table 1* (below) indicate time savings by either 20 percent or 10 minutes or more compared to the No-Action Alternative.

For example, a trip from Gaithersburg to Laurel along Corridor 1 would save 33 minutes – a 47-percent reduction over the No-Action Alternative. The same trip along Corridor 2 would save 31 minutes, or a 44-percent reduction. Similarly, a trip from College Park to Rockville along Corridor 1 would save 15 minutes, a reduction of 28 percent, compared to a savings along Corridor 2 of 14 minutes, a 26-percent reduction.

Travel time reliability provides an equal, if not greater, benefit for businesses and busy families. An ICC would be a managed facility, with traffic volumes regulated by a variable toll structure to maintain reliable traffic flow -- a road

to rely on when time is most important. Users would have a reasonable level of certainty when traveling to keep a critical appointment or to pick up children at daycare.

Accessibility to Jobs

Study area residents rely on reaching quality jobs, yet a lack of mobility extends commuting times and limits opportunities. An analysis of the number of jobs accessible to study area residents was performed to understand how an ICC would affect accessibility compared to the No-Action Alternative.

Each of the Build Alternatives would increase the distance that study area residents could cover in a 45-minute commute and, therefore, increase the number of available jobs. Corridor 1 would make an additional 156,000 jobs accessible within a 45-minute commute — a 27-percent increase over the No-Action Alternative. Corridor 2 would provide accessibility to an additional 107,000 jobs — an 18 percent increase. In general, greater job accessibility across the study area improves quality of life, as employees have access to more high quality jobs, while still having more time to spend with family and friends and to participate in recreational activities.

Table 1

	AM TRAVEL	TIMES (IN	MINUTES),	FULL BUIL	D ALTERN	ATIVES - N	O-ACTION	CORRIDO	R 1 / CORF	NDOR 2	
			- 11 7		Carr						n e
	Gaithersburg		Glenmont	Shady Grove	Olney	Colesville	White Oak	Coilege Park	Konterra	Laurel	BWI
Gaitherst	burg	23/20/20	36/28/33	22/20/19	35/29/28	41/27/32	46/36/37	57/46/47	67/31/31	70/37/39	114/82
Rockvi	ille 15/14/15		24/23/23	17/16/16	31/26/25	30/24/29	43/32/31	53/42/42	54/28/29	61/34/36	103/74
Glenm	ont 39/26/28	30/27/27		30/23/25	19/19/21	6/6/6	20/21/19	43/42/41	34/17/21	42/23/28	85/63/
Shad Grov	* 1 1//18/18	21/22/22	31/23/28		27/24/24	38/23/29	52/35/38	62/51/51	57/26/27	64/32/34	107/72
Olne	y 45/34/34	51/38/39	31/28/32	36/30/30	i	31/27/34	43/39/42	66/55/58	45/30/31	52/36/38	94/76/
Olne Colesv	rille 46/26/3 2	37/31/33	7/6/6	37/23/29	22/19/20		16/16/15	39/37/40	30/12/19	38/19/27	81/59/
White (Dak 54/32/38	45/36/36	15/15/15	45/29/35	27/25/26	10/10/10		27/30/29	24/18/22	32/24/28	75/64/
Colleg Parl		53/38/39	28/29/29	58/42/45	42/38/41	24/25/24	19/19/18		34/25/25	34/27/29	79/67/
Konte	rra 62/30/30	55/34/35	27/20/25	52/26/27	29/23/22	22/13/22	22/21/22	33/32/33		11/11/11	55/51/
Laur	el 70/37/39	63/42/44	35/28/33	60/34/35	37/30/30	29/21/28	30/27/28	39/39/39	12/11/11		58/54/
BW	1 106/75/80	104/82/85	76/67/74	100/74/77	69/66/67	71/60/70	70/67/70	80/78/79	53/51/52	57/56/57	

KEY: Travel time improving by either 20%, or 10 minutes or more compared to No-Action

Note: Based on 2030 baseline toll rates

PM travel times show similar trends – check DEIS for details.



Express Bus Service Ridership

As a multi-modal highway, an ICC would provide a travelway for high-quality, east-west express bus service to serve the study area. Ridership analysis shows that express bus service on an ICC would encourage increased transit usage in the study area because it would provide a reliable, non-congested bus route.

As shown in *Table 2* (below), the representative express bus routes are projected to carry 11,500 passengers per day on Corridor 1 and 9,100 passengers per day on Corridor 2. Approximately 38 percent of the projected Corridor 1 ridership and 54 percent of the projected Corridor 2 ridership are trips using transit that would have been made using an automobile with the No-Action Alternative. The higher levels of ridership and new transit riders with an ICC can be attributed to new connections to existing transit service and centers by express bus service using an ICC.

Table 2

2030	EXPRESS BUS T	RANSIT TRIPS ON	ICC
Herid - Atternative	AM Peak Trips	Daily Transit Trips	New Dally Transit Trips
Corridor 1	3,800	11,500	4,400
Corridor 2	3,200	9,100	4,900

Local Road Congestion

In addition to providing an access-controlled choice for increased east-west mobility, an ICC would provide relief for many local roadways. These local roads currently carry a mix of local and longer distance trips, with many operating under congested conditions. Both Build Alternatives would divert a number of trips from the local roadways and improve local conditions. Corridor 2, however, would reduce existing network roadway capacity by displacing Norbeck Road Extended, which runs between Layhill Road and New Hampshire Avenue for 2.5 miles.

Average Daily Traffic (ADT) is a measure of traffic volume using a roadway link or intersection. As *Figures 5* and **6** (page 16) illustrate, approximately 50 miles of the local roadway network would have lower ADT by at least 10 percent – many are local roads currently serving as default east-west connections in the study area. A few segments of existing north-south routes would experience a 10 percent increase, nearly all associated with travelers gaining access to an ICC at planned interchanges.

A 10 percent change in ADT represents a change in Level of Service (LOS) of approximately one letter grade. The LOS rating is much like the one used in school. A LOS A is best. As operations worsen, the LOS rating decreases from B through F, which is considered "failing," with extensive delays.

Intersection Levels of Service

Of the key intersections analyzed in the study area, a majority would benefit from either Build Alternative, compared to the No-Action Alternative. Under Corridor 1 during the evening peak hour, 39 intersections would be

expected to operate more efficiently (improved volume/ capacity ratio). For Corridor 2, 35 intersections would be expected to improve. This translates into reduced congestion and better traffic flow throughout the study area.

Moreover, this improvement includes some of the study area's most congested intersections. Of the 28 intersections operating at LOS E or F in the morning peak hour under 2030 No-Action, 11 are expected to improve by 10 percent or more along Corridor 1, while none would worsen by greater than 10 percent. For Corridor 2, seven intersections would improve by at least 10 percent.

As congestion levels worsen at intersections, the peak period of travel lengthens and more hours in a day are characterized by congested conditions. "Hours at Capacity" during a 24-hour period is an excellent measure of intersection congestion and a gauge of driver frustration. As shown in *Figure 7* on page 17, Corridor 1 would reduce hours at capacity from 221 to 160 hours at the 51 key intersections analyzed – a 28 percent improvement over the No-Action Alternative. Corridor 2 would reduce hours at capacity from 221 to 164 hours – a 26 percent improvement.

Safety Analysis

Statistical analysis demonstrates that crashes occur less frequently on access-controlled roadways, such as an ICC, compared to local collector and arterial roads. Based on statewide averages, an ICC would be expected to experience less than 50 crashes per 100 million-vehicle-miles-traveled (MVMT), compared to more than 300 crashes per 100 MVMT on many study area roads. With Corridor 1, it is estimated that there would be 356 fewer crashes on local roads each year and 423 fewer crashes with Corridor 2, compared to the No-Action Alternative. Reducing the mix of local and longer distance traffic, as well as reducing the amount of through truck traffic, would be expected to improve safety on local roads.

AVOIDANCE AND MINISTER OF ENVIRONMENTAL THE

The study team has implemented extraordinary techniques for this study with the aid of state, local and federal environmental resource agencies to avoid and minimize harm to the environment. The study team applied engineering techniques to narrow the footprint of the roadway, applied redundant safeguards for environmental protection, and shifted vertical and horizontal alignments. Some of the techniques that would be implemented to further minimize environmental impacts if a Build Alternative is selected are:

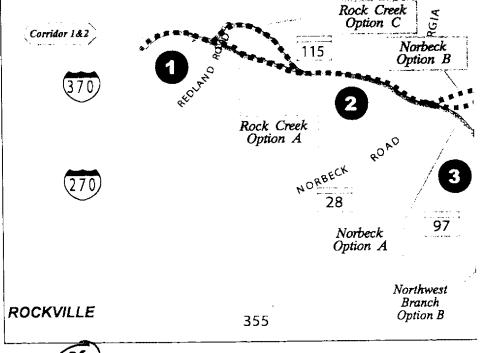
MINIMIZATION OF CORRIDOR FOOTPRINT

Use design elements that minimize the width of a corridor in sensitive areas such as retaining walls, steeper side slopes, and narrower median widths.

	COF	RRIDORS 1	AND 2 FROM	1-370 TO ME	97		CORRIDO	OR 1 FROM M	D 97 TO EAS	T OF I-95		CORRIDO	R 2 FROM M	D 97 TO
		Rock Creek Options					Northwest Branch Options				4	Norbeck Options		
Resource	SEGMENT1 from 1-370 to east of Redland Road	Rock Creek Opsion A	Rock Craek Option C - Orda Mi Run Grade Separation	Rock Creek Option C Cide VIII Run Cul- de-Sac	SEGMENT 2 from west of MD 115 to MD 97	SEGMENT 3 from MD 97 to North-west Branch Options	Northwest Branch Option A with Interchange at Layhill Road	Northwest Branch Option A without Interchange at Layhill Road	Northwest Branch Option B with Interchange at Layhili Road	Northwest Branch Option 8 without Interchange at Layhill Road	SEGMENT 4 from east of Northwest Branch Options to east of	Norbeck Option A	Norbec Option 8 Willow Grove Access Over ICC	Norte Option Willo Grov Access Mt. Evens Larre
		2000			***		100				1-65-5			
Section 4(f) Use	1	,	•		1	3	3	3	3	3	, _	0	0	0
Adversely Affected National Register of Historic Places (NRHP) Eligible Properties (Nol)	C	•	,		С		0	o	0	0	Ş	1	1	1
Business/ Community Facility Displacements* (No.)	0	3			2	\$	2	2	1	1	1	0	1	1
Residential Displacements (No.)	0	3	17	• 7	9	5	1	1	1	1	21	4	4	4
Tota: ROW (Acres)	62.3	108.5	-22	12:	134.2	160 5	168.8	166.3	150.1	149.8	493	205.7	193.2	181
Noise impacted Areas (No. Residents/No. Noise Senstive Areas)	150/03	14/3	45/3	â7:3	14/3	173/2	31/3	31/3	47/3	47/3	172/10	14/1	8/2	8/2
Environment	Resources	-45-	**************************************	No.		10.5					2 (W)			
Wetlands (Acres)	4.2	0 B	эв	0.6	1.3	2.4	1.6	1.6	1.4	1.4	9.8	2.5	2.5	2.5
Streams (Linear Feet)	7/6.359	4/1 669	5/2 050	4/1 833	5/2,221	8/5.554	10/2.958	10/2,983	972,328	9/2,328	20/11 068	6/4,451	5/1,961	5/2/
Floodplain (Acres)	9.3	5.8	• 7	2.3	8.8	0.0	8.0	7.8	9.7	9.7	2.7	2.9	1.9	- 12
Forest (Acres)	67.3	51.7	50 4	47.8	69.3	102.0	58.5	57.1	48.3	47.4	235.5	104.4	91,0	90
Farmiand	9.8	19.5	24 0	24.0	18.7	160	0	O	a	0	0	4.4	0	٥
Cost Esperator			SE PORT			1	14,34		in and the second		A PARTY	4	A-94-	
Construction Cost** (\$ Million)	156	88	13	101	108	14.	189	180	271	261	456	107	101	10
Right of Way Cost (\$ Millidin)	41	25	38	41	44	39	35	35	32	32	114	36	84	84
Total Cost (\$ Million)	197	113	169	142	152	180	224	215	303	293	570	143	185	15

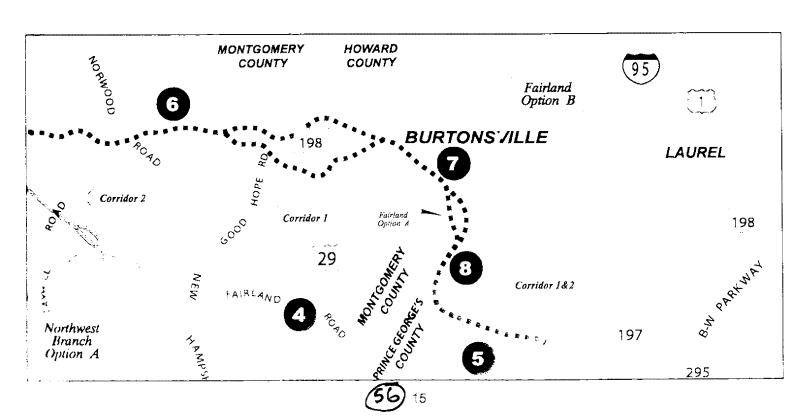
 Business and Community Facility Displacements also includes displacements for properties that are both Business and Residential

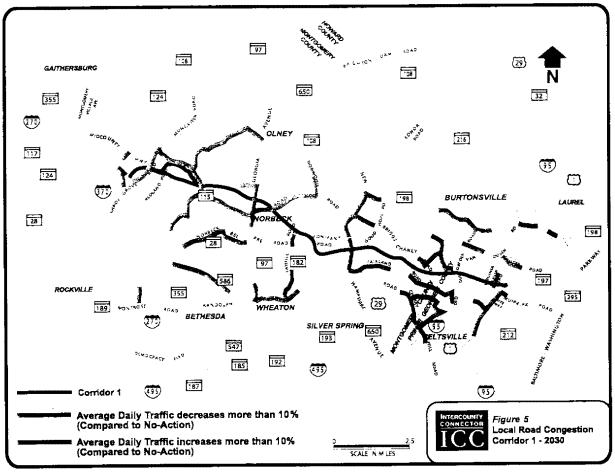
NOTE: The options considered in Chapter IV of the DEIS, Environmental Consequences, and the Natural Environmental Technical Report (SHA, 2004) do not include all sub-options, but include options that are representative of all the options being considered. The table above considers all options, including the I-95 Truncated Option (I-95 Option B). Impact calculations for these options may have slight variations than what is presented in this Table. Any differences in overall impact numbers would be negligible. More detailed impact calculations will be completed upon refinement of these options during the design process.



SPENCER	VILLE	CORRIDOR 2, SPENCERVILLE AND BURTONSVILLE OPTIONS								CORRIDOR 2 FROM BURTONSVILLE TO EAST OF I-95				CORRIDORS 1 AND 2 FROM EAST OF I-95 TO US 1	
4	5			Spenc	erville and B	urtonsville Op	otions			0	Fairland	Options	0	2	7
SEGMENT B with interchange at Layhii Road	SEGMENT 6 without interchange at Layhili Road	Spencerville Option A to Burtonsville Option A	Spencerville Option A with Relocated Good Hope Road to Burtonsville Option B	Spencerville Option A with ICC over Good Hope Road to Burtonsville Option B	Spencervible Option B to Burtonsville Option A	Spencerville Option B to Burtonsville Option B	Spencerville Option C to Burtonsville Option A	Spencerville Option C to Burtonsville Option B	Spencervitie Option D to Burtonsville Option B	SEGMENT 7 from east Burtonsville Options to west of Fairland Options	Fairland Option A	Fairfand Option B	SEGMENT 8 from east of Fairfand Options to east of 1-95	SEGMENT 5 1-95 Interchange Option A [terminate ICC at US 1]	SEGMENT 5 H95 Interchange Option B [terminate ICC at I-95]
5 3 5.						202			10						
2	1	3	4	4	3	4	4	5	4	c	o	0	0	O	O
3	3	2	1	1	4	3	4	3	1	D	1	1	c	a	0
C	9	6	5	5	9	8	6	5	4	1	0	1	0	3	1
9	9	37	22	22	33	18	32	17	10	4	2	1		4	4
92 1	84.1	299.5	211.9	212.1	304.7	215.2	313.2	200.1	199.2	116.9	116.9	128.4	106.5	256.8	144.5
26/4	25/4	76/5	26/3	29/3	71 <i>1</i> 6	38/5	67/6	38/5	42/5	С	7/5	C	C	B/2	8/2
and the second	Section 1				. 10 July										
3 4	2.2	3.5	5.9	5.6	3.5	5.2	3.6	5.2	6.3	2.5	2.5	3.5	36	9.9	2.6
	ļ					<u> </u>	<u> </u>	ļ	<u> </u>	ļ			<u> </u>	37.4†	37.1†
7/1 867	7/1 851	6/3,881	10/8.348	10/8,334	6/4,078	10/8,336	6/4,394	9/7,931	10/8,300	5/6.048	2/929	2/1,061	1/646	14/15,869	10/9,952
120	11.5	3.8	6.8	6.8	3.8	6.8	3.8	6.8	6.8	0.0	0.0	0.0	0.0	23.1	17.6
41.2	41.3	60.9	82.4	80.6	59.6	79.0	59.4	70.0	70.2	24.3	27.8	14.0	7 4	209.8	167.7
19 100-000	1.8	23.7	28.8	28.4	24.8	29.4	24.2	28.5	28.5	27.7	6.3	8.5	0	0	0
										* * *					
120	109	192	167	173	198	151	218	161	152	118	61	74	63	352	249
20	19	65	45	46	70	48	68	45	40	20	24	29	43	82	40
140	128	257	212	219	268	209	286	206	192	138	85	103	106	434	289

^{**} Capital costs include contraction. † Indicates Wetlands Created by Mining (Acres) engineering and contingencies





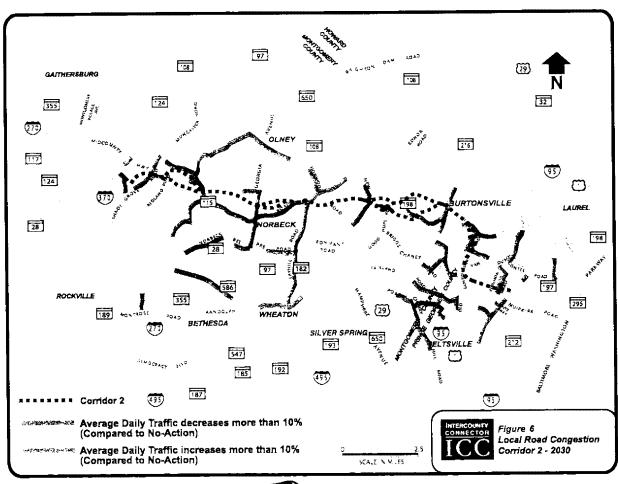
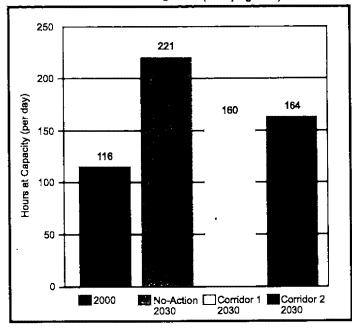


Figure 7 (See page 13.)



CONTEXT SENSITIVE DESIGN SOLUTIONS

- Maintain current access and mobility on community roads and avoid or minimize community separations.
- Minimize visual intrusion and maximize use of decorative finishes to improve the appearance of highway features and structures, such as retaining walls, overpasses, box culverts, and others.
- Provide reforestation plantings using plant species native to the area.

ENVIRONMENTALLY SENSITIVE STREAM CROSSINGS

- Use longer bridge lengths to allow vegetation and habitat to be maintained beneath the roadway, and to maintain wildlife connectivity between linear parklands through the ICC corridors.
- Span streams and floodplains with bridges rather than culverts.
- Construct culvert flow lines lower than the natural stream bed wherever feasible to allow a natural stream bottom to form within the culvert.
- Design culverts to avoid downstream erosion and channel degradation to reduce the potential for creating fish blockages.
- Design culvert walls, bridge piers, and abutments to better conform to the natural geometry of the streams to the extent practicable.

EXCEED STATE STORMWATER MANAGEMENT REGULATIONS AND ADVANCED WATER QUALITY TREATMENT

- Provide stormwater management (SWM) specifically designed for the protection needs of streams and wetlands. Use a combination of grassed swales, infiltration practices, bioretention and filtering, ponds, underground storage, and other state-of-practice best management practices.
- Protect or improve existing stream conditions by exceeding the minimum regulatory requirement for water quality control by providing control for up to a 1.5-inch rainfall event rather than the required 1.0-inch rainfall event throughout the Corridor. This approach to SWM will capture and treat 95 percent of all rainfall events, thus exceeding state requirements.
- Carefully treat, manage and divert stormwater flows to other watersheds to minimize thermal impacts to naturally reproducing brown trout habitat in Good Hope and Gum Springs tributaries of the Paint Branch watershed. In these sensitive areas, special care would be taken so that all runoff from bridge and highway pavement would be controlled and treated.
- Use a linear SWM approach specifically developed for use in Paint Branch and North Branch Rock Creek Special Protection Areas (SPA). Sediments and attached pollutants would be removed from runoff as it passes by sheet flow through vegetation and then into linear bioretention/filtration systems. These systems would also provide heat dissipation to considerably minimize temperature impacts at the discharge point.
- Incorporate temperature sensitive design into SWM facilities wherever feasible in Use III and Use IV watersheds, such as Paint Branch, North Branch Rock Creek, Rock Creek and Northwest Branch.
- Provide an additional 10,000 gallons of stormwater storage as well as isolation valves in stormwater treatment ponds in the Rocky Gorge watershed. The added storage and valves are intended to provide containment in the event of a liquid material spill on the highway during a rainfall event.
- Meet Montgomery County Department of Environmental Protection (MCDEP) SPA Stormwater Management Criteria and review process in SPAs.
- Provide higher level controls during construction, such as redundant erosion/sediment controls, protection of all infiltration areas from construction activities, and independent environmental monitors.
- Disconnect the runoff from impervious surfaces and provide groundwater recharge through the use of vegetation and grassed channels that allow for infiltration and also capture pollutants.



WILDLIFE PASSAGES

- Maintain wildlife connectivity through the use of longer bridge lengths, and culverts specifically designed to allow wildlife passage.
- To reduce human/deer interactions, consider deer passages, one-way wildlife gates on fences and landscaping that would be unappealing to deer.

ENVIRONMENTALLY SENSITIVE CONSTRUCTION

- Impact the minimum number of trees and utilize sound design practices.
- Continue efforts to avoid or minimize impacts to ecologically sensitive areas, rare species, and cultural resources.



This section summarizes the potential beneficial and adverse effects of the alternatives to the affected environment and documents methodologies used in the evaluation. Impacts are quantified for the Build Alternatives.

Additional detail on specific impacts of the Build Alternatives and their associated options, and discussion of the methodologies used in the evaluation is included in Chapter IV of the DEIS. Table 3 (pages 14-15) summarizes environmental impacts by segment.

SOCIAL EFFECTS

The assessment of socioeconomic and land use effects demonstrates that communities in the ICC study area would experience both benefits and adverse impacts. The No-Action Alternative would not result in impacts such as property acquisition or changes in the visual environment, but it would result in increased traffic congestion and decreased mobility and accessibility.

Changes in community cohesion, access and mobility, visual character, and regional and local economic conditions are projected to occur under either of the Build Alternatives. The range of residential and business displacements for each corridor is shown in Table 4 (right). This table shows the range of impacts for all environmental resources and will be referred to throughout this booklet.

Based on the results of the technical studies conducted for this project, it has been determined that all areas that contain low-income or minority populations would experience benefits or changes similar to those of the overall study area population, and would not experience disproportionately high and adverse effects.

The Maryland Smart Growth Initiatives of 1997 are in place to help channel and manage development pressures and to conserve critical resources. Maryland's nationally

renowned Smart Growth laws help ensure that land inside Priority Funding Areas (PFAs) are efficiently used in order to reduce the amount of growth outside of PFAs. They serve to reinforce local plans, zoning and growth management.

Because Corridor 1 is in the general location of the alignment shown in several master plans throughout the study area, direct adverse impacts to communities would be less for Corridor 1, as compared to Corridor 2, where the proposed highway was never planned, and therefore would traverse more rural communities and uses not planned around an ICC.

Development as a result of the Corridor 2 Build Alternative would likely occur more in areas outside of PFA boundaries, in locations not currently served by community water and sewer facilities. Any development that would occur outside PFAs would incur additional costs to the counties to provide the necessary public facilities required to handle development. By comparison, Corridor 1 development would allow for the continued maintenance of land use policies and zoning within areas currently served (or planned for service) by adequate public facilities (as well as within PFAs).

According to M-NCPPC officials, who have extensive experience in regional land use issues, additional (or secondary) development pressures on land would be more likely with the selection of the northern Corridor 2 alignment (as compared with the southern Corridor 1 alignment) because expectations from master plans, zoning and land uses contemplate an ICC in the lower Corridor 1 area. Montgomery County officials have also expressed the likelihood with a Corridor 2 selection of development in rural locations not planned for such through rezonings in the more northern area of the county.

An advisory land use panel to SHA estimates that, for the

Table 4

CORRIDORS 1 AND 2 RANG		
	Environmental Resou	
Section 4(f) Use	7	7-11
Adversely Affected National Register of Historic Places (NRHP) Eligible Properties (No.)	2	7-10
Business/ Community Facility Displacements (No.)*	5 - 9	8 - 18
Residential Displacements (No.)	43 - 57	45 - 87
Total Right of Way (Acres)	1252.6 - 1397.6	1254.2 - 1538.1
Noise impacted Areas (No. Residents/No. Noise Senstive Areas)	562/26 - 621/26	246/19 - 352/24
Natural Enviro	rimental Resources	
Wetlands (Acres)	22.3 - 30.1	25.8 - 38.2
Wetlands Created by Mining [™] (Acres)	37.4	37.1
Streams (No./ Linear Feet)	63/39.251 - 59/46,204	52/35,517 - 62/48,920
Floodplain (Acres)	47.9 - 59.4	54.6 - 68.7
Forest (Acres)	737.0 - 794.1	588.9 - 685.7
Cos	t Estimate	
Construction Cost*** (\$ Billion)	1.378-1.615	1.211-1 440
Right of Way Cost (\$ Billion)	0.338-0.390	0.332-0.471
Other Cost**** (\$ Billion)	0.217-0.219	0.216-0.218
Total Cost (\$ Billion)	1.933-2.224	1.759-2.129

Business and Community Facility Displacements also includes displacements for properties that are both Business and Residential

[&]quot;A series of low-quality, emergent wetlands created by mining occurs throughout the abandoned portion of the mined lands in the violnity of I-95. These account for an additional 37.1

to 37.4 acres of wettand impacts.
***Capital costs include construction, angineering and contingencies

^{****} Other Cost includes Toil Facilities, Maintenance Facilities, Transit Capital Cost, Intelligent Transportation System, Design Burld Stpends, incentives, Weigh-in-Motion Technology, Wash Pond Mitigation, Environmental Stewardship Package, and Hazardous Materials Mitigation.

No-Action Alternative, an additional 2,512 acres of potential development is likely beyond what is currently pianned/ projected by the metropolitan planning organizations and counties. Of this potential additional development under a No-Action alternative, approximately 81 percent would fall within a PFA. Based on the panel's Corridor 1 estimates, approximately 4,945 acres of potential secondary development is likely. Approximately 72 percent of the potential Corridor 1 development would fall inside a PFA. Under Corridor 2, approximately 5,546 acres of potential secondary development is likely. Of this, approximately 64 percent falls within a PFA.

ECONOMIC EFFECTS

The Maryland Transportation Initiative (MTI) at the University of Maryland performed an independent economic impact study to assess the potential travel efficiency savings and the economic development impacts that may occur with the two Build Alternatives ending at US 1. The main findings of the study are measured in 2004 dollars and include:

- Estimated annual travel time savings are valued at nearly \$203 million for Corridor 1 and \$172 million for Corridor 2 for trips originating or destined to the ICC impact area in 2010. Likewise in 2030, Corridor 1 would also provide greater travel time savings benefits (\$250 million) than Corridor 2 (\$210 million).
- The benefits from investment in an ICC would be greater in designated PFAs, thereby reinforcing the county master plans and state planning objectives.
- Annual vehicle operating cost savings are estimated at \$11 million in 2010 and \$15 million in 2030 for Corridor 1; corresponding savings for Corridor 2 are \$9 million and \$14 million.
- The improved reliability due to an ICC for travel to or from the ICC impact area is estimated to be approximately \$100 million annually. Corridor 1 benefits (\$104 million) are estimated to be higher than those for Corridor 2 (\$87 million).
- Total user benefits are estimated to exceed \$300 million in 2010 and \$370 million in 2030 in the ICC impact area for Corridor 1; corresponding benefits for Corridor 2 are \$255 million and \$310 million.

Both Build Alternatives would support planned economic activity. If Corridor 2 is selected, the study team has concluded that business establishments would generate about 16,850 new jobs in the ICC area of influence, with about 10,460 in Montgomery County and about 6,300 in Prince George's County. Corridor 1 is projected to generate jobs at a slightly lower level, with an estimated number at about 14,200. Approximately 16 miles of Corridor 1 lies in Montgomery County, and two miles lie in Prince George's County. With Corridor 2, the approximate miles are 16 and four respectively.

CULTURAL RESOURCES

The Study Team developed many alignment options in an effort to avoid or minimize adverse impacts to historic properties.

Corridor 1 would have an adverse impact to two historic properties, Cashell Farm and Willow Grove. Corridor 2 alignments would have an adverse impact on seven to 11 resources, depending on the specific alignment and design options chosen. The range of adversely impacted historic properties in Corridor 2 include: Cashell Farm, Willow Grove (Norbeck Options A and B), Amersley, Holland Store and James Holland House, Liewellyn Fields, Alloway Site and Cemetery (all Spencerville Options), Drayton (Spencerville Options B and C), Edgewood II (Spencerville Options B and C), Free Methodist Church Camp Meeting Ground (Burtonsville Option A), Columbia Primitive Baptist Church and Isaac Burton Jr. House (Fairland Option A).

The Maryland Historical Trust, SHA and other agencies have developed a draft Memorandum of Agreement (MOA) to address adverse impacts to historic properties. Following the public hearings, if a Build Alternative is selected, the MOA will be finalized to guide future efforts.

Additional archeological studies have been initiated in coordination with MHT.

NATURAL ENVIRONMENT

Additional detail on impacts for each Build Alternative/ Option is included in *Table 3* on pages 14-15. Many natural environment impacts are presented in a range for each corridor in *Table 4* on page 18.

Water Resource Impacts

The anticipated impact on groundwater of constructing an ICC in either corridor is limited to localized changes which are not expected to change the overall watershed hydrology. In general, the effect of adding a roadway on deep groundwater reserves is indistinguishable from the overall effects of suburban to urban development. Impacts to groundwater quality from either of the corridors under study would likely be negligible because roadway contaminants would be of low concentrations and would likely be retained in vegetation incorporated into stormwater facilities.

Properly designed SWM facilities along the roadway would be used to minimize any potential groundwater quantity and quality impacts. SWM facilities would also be designed to infiltrate a portion of the runoff to maintain recharge levels to stream and wetland hydrology. Thus, the impacts to groundwater are expected to be minimized and mitigated.

Direct impacts to the study area stream channels would result from the placement of culverts or other structures at drainage crossings. Most of the larger stream crossings would be bridged, avoiding direct impacts. The corridor with the greatest stream impacts varies, depending on which options are selected.

In addition to direct impacts, the build alternatives also have the potential to indirectly affect stream channels and their chemical water quality. Impacts during project construction and those associated with the use of the road after construction are mainly based on the potential for contamination of surface waters by run-off, physical disturbances or alterations, accidental spills and sediments releases, and from new impervious roadway surfaces. Details on increases in impervious surfaces are provided in the DEIS.

Impacts to aquatic life are closely related to the direct and indirect impacts to streams in the study area and are discussed in detail in the DEIS. Direct impacts from an ICC that could affect the Paint Branch brown trout have been substantially minimized through the use of bridges over the streams that contain critical spawning and habitat areas. Indirect impacts have the greatest potential to negatively affect the trout. Both ICC Corridors 1 and 2 would require the introduction of new impervious surfaces into the Paint Branch watershed. Corridor 1 has the greatest potential to negatively affect the critical trout spawning and nursery habitat of the Paint Branch. While new impervious areas under Corridor 2 also have the potential to measurably raise the impervious percentages in Paint Branch tributary subwatersheds and impact the quality of the resource, potential impacts to the trout population are less than those possible under Corridor 1.

Reservoirs

In the Patuxent River watershed, stormwater from some of the ICC alternatives will reach the tributaries to the Rocky Gorge Reservoir, which is owned and operated by the Washington Suburban Sanitary Commission (WSSC) as the public drinking water supply source for portions of Montgomery, Howard, and Prince George's counties. The direct and indirect impacts to streams in the Rocky Gorge watershed from the ICC project could potentially impair water quality in the reservoir. Corridor 1 does not cross the Rocky Gorge watershed and consequently would not impact the reservoir. Corridor 2 includes direct impacts to streams and additional impervious surfaces in the Rocky Gorge watershed, and raises the risk of contaminating a scarce drinking water source due to spills. The greatest impact to reservoir tributaries would be from any Corridor 2 configuration that includes Burtonsville Option B due to proximity to the reservoir.

In addition to providing treatment of 1.5 inches of rainfall, in the Rocky Gorge watershed, SHA is committed to providing an additional 10,000 gallons of stormwater storage and isolation valves in each stormwater treatment pond. The additional storage and valve(s) are designed to provide containment in the event of a liquid material spill on the highway during a rainfall event, preventing harmful material from moving downstream to the reservoir.

Floodplains

Floodplain crossings are unavoidable but have been minimized to the extent practicable. Many of the proposed bridge lengths are well in excess of minimum size required

for allowing safe flood flows. Corridor 1 would result in filling of approximately 47.9 to 59.4 acres of the 100-year floodplain, depending upon which options are selected. Corridor 2 would result in filling of about 54.6 to 68.7 acres of the 100-year floodplain, depending upon which options are selected.

Wetlands

The Build Alternatives would directly impact wetlands due to filling. The wetland impacts range from approximately 59-68 acres for Corridor 1 and 63-76 acres for Corridor 2, of which approximately 37 acres are low-quality wash pond wetlands created by mining activities near the I-95 interchange. Please see *Table 3* (pages 14-15) and *Table 4* (page 18) for additional details. All unavoidable wetland losses would be mitigated.

Forests

Corridor 1 has greater impacts to forests than Corridor 2. A large percentage of Corridor 1 forest impacts are within parklands. However, a transportation facility along Corridor 1 has been planned by M-NCPPC and the counties to coexist with forested areas. Substantial land has been reserved or purchased along Corridor 1 for this purpose and is not considered parkland. While Corridors 1 and 2 would have a similar amount of total habitat loss, Corridor 1 would have the higher amount of forest habitat loss. Mitigation for unavoidable forest impacts associated with the Build Alternatives would be provided in consultation with DNR and M-NCPPC.

Rare, Threatened and Endangered Species

None of the alternatives would have an effect on any known federally listed species or critical habitat pursuant to Section 7 of the Federal Endangered Species Act. Four State-listed plant species with a status of either Threatened or Endangered have been identified in the ICC corridors. Corridors 1 and 2 could impact the State Endangered trailing stitchwort, State Threatened halberd-leaved greenbrier, and the State Endangered rough-leaved aster. In addition, Corridor 2 could indirectly impact the State Threatened featherbells.

Avoidance efforts have included coordination with the Department of Natural Resources, with emphasis on State-listed endangered and threatened species, including trailing stichwort, rough-leaved aster, and halberd-leaved greenbrier. Even though there are no direct impacts to featherbells, avoidance measures also are ongoing to avoid, if not minimize, indirect impacts to featherbells habitat. For unavoidable impacts to State rare, threatened or endangered species, mitigation efforts will be developed in cooperation with DNR.

Farmland Impacts

Farmlands within the right-of-way of either Build Alternative would be directly impacted by an ICC. However, it should be noted that the majority of farmlands identified are zoned for, or proposed for, residential or commercial development. Corridor 1 would impact between 64.0 and 68.5 acres of farmland properties, and Corridor 2 would impact between 107.7 and 124.6 acres, depending on the options included.

20

Noise Impacts

Noise analyses and implementation of potential abatement measures are guided by policies adopted by the SHA and are influenced by Federal technical guidance. Prediction modeling was conducted to assess projected 2030 design year noise levels and to assess noise abatement options, using FHWA Traffic Noise Model (TNM) Version 2.1. The Federal noise abatement criteria (67 dBA) was approached (66 dBA) or exceeded at 44 Noise Sensitive Areas (NSA). Based on analysis of noise impacts, barriers would be recommended for further consideration during the design phase for 22 NSAs under Corridor 1 and 18 NSAs for Corridor 2. Noise mitigation such as sound barriers would be provided in accordance with state sound barrier policies with concurrence from affected property owners.

Air Quality

The Washington DC region Fiscal Year 2005-2010 Transportation Improvement Plan (TIP) and 2004 Constrained Long Range Plan (CLRP) of transportation projects, which includes an ICC, were demonstrated to be in conformity with the State Implementation Plan for attaining federal air quality standards. Therefore, all of the alternatives under consideration in this study would meet the macroscale air quality requirements. The ICC study team also conducted a microscale air quality analysis. Carbon monoxide (CO) impacts were analyzed as the accepted indicator of localized, vehicle-generated air poliution.

An EPA dispersion model was used to predict CO concentrations at air quality sensitive receptors. A total of 218 air quality receptor locations were selected, including 67 sites for Corridor 1, 84 sites for Corridor 2, and 67 sites for areas common to both corridors. In addition, 26 signalized intersections were analyzed using 437 air quality receptors.

The CO concentrations at all receptors are below the State and National Ambient Air Quality Standards for the one-hour and eight-hour analyses of 35 ppm (parts per million) and 9 ppm, respectively.

SECTION 4(1) EVALUATE

As discussed earlier, Section 4(f) of the U.S. Department of Transportation Act of 1966 is a federal law enacted to help preserve park and recreation lands, wildlife and waterfowl refuges, and historic sites. Considerable efforts to avoid and minimize impacts to Section 4(f) resources have taken place throughout the planning process and will continue.

Both Build Alternatives would impact parks and historic sites in the study area. Please refer to *Tables 3*(pages 14-15) and 4(page 18) of this booklet and Chapter V of the DEIS for additional details. Mitigation plans for unavoidable parkland impacts would be developed in cooperation with resource agencies and park owners.

ENVIRONMENTAL STEWA

The development of ICC alternatives was guided by the philosophy of Environmental Stewardship (ES). Environmental Stewardship is the commitment to developing a transportation facility that fits its physical setting and preserves scenic, historic, and environmental resources, while maintaining safety and mobility. These values are a primary influence in the design parameters used, as well as the numerous avoidance measures taken and proposed mitigation efforts for any unavoidable impacts.

In addition, the Study Team is proposing specific Environmental Stewardship features with each Build Alternative that would address impacts caused by past development unrelated to an ICC. These additions are above and beyond what is required for compensatory mitigation. Opportunities to restore or enhance natural, cultural, and human resources may include, but are not limited to: water quality improvements; stream habitat restoration; bicycle and pedestrian trails; community enhancement opportunities; cultural resource preservation; increased acreage of wetlands and forests; and highway and bridge beautification.

Table 5 (below) provides a summary of the number of potential Environmental Stewardship sites.

Table 5

ES CANDIDATE SITES						
Es sile Kine		NO. OF SITES UNIQUE TO CORRIDOR 2				
Community/Cultural Resource	3	6	13			
Streem Restoration	5	0	6			
Wettende	•	2	3			
Stormwater Management Retrofit	7	3	8			
SPA BMP	0	0	21			
Fish Biockage Removal	0	0	2			
	Berlin X Same	PER CHICAGO	51 7			

PUBLIC INVOLVEMENT

In addition to formal public meetings, the ICC study team has kept the public informed and sought public input in many ways, including a project website, Project information Centers, community presentations and other initiatives.

The project website at www.iccstudy.org features the DEIS and technical reports, a "virtual public meeting," community surveys, electronic comment forms, and includes a link to where view all ICC information on the web can be viewed in Spanish. To further outreach to the non-English speaking populations, the team has also distributed fliers in Spanish and Chinese including project announcements, information on staying informed, and general facts about an ICC. Citizens can also visit one of more than 20 Project Information Centers to collect handouts, fliers and announcements regarding the study. The ICC study team also visits neighborhoods and community associations to provide presentations and hear feedback.



A preferred alternative will be selected after all comments submitted on the DEIS and at the public hearings have been fully evaluated and addressed. If the preferred alternative is a Build Alternative, a Preferred Alternative and Conceptual Mitigation Package would be coordinated with local state and federal agencies. A Final Environmental impact Statement (FEIS) identifying the preferred alternative would then be submitted to the FHWA for approval and filed with the Environmental Protection Agency. Following a review period, the FHWA would act upon the FEIS and issue a Record of Decision, which documents compliance with NEPA and contains FHWA's action.



The purpose of the Location/Design Public Hearings is to afford all interested persons the opportunity to present their views regarding the proposed locations and general design of the alternatives. This includes the social, economic and environmental effects for the Build Alternatives and the No-Action Alternative.

Three identical Public Hearings are scheduled as follows

TUESDAY, JANUARY 4, 2005

Eleanor Roosevelt High School 7601 Hanover Parkway Greenbelt, MD 20770 5:00 p.m. – 11:00 p.m. Presentation at 6:00 p.m.

Snow Date: January 10, 2005 Eleanor Roosevelt High School

WEDNESDAY, JANUARY 5, 2005

Gaithersburg High School 314 S. Frederick Ave. Gaithersburg. MD 20877 5:00 p.m. – 11:00 p.m. Presentation at 6:00 p.m.

Snow Date: January 12, 2005 James Blake High School

SATURDAY, JANUARY 8, 2005

James Biake High School 300 Norwood Road Silver Spring MD 20905 9:00 a.m. – 6:00 p.m. Presentation at 10:00 a.m.

Snow Date: January 15, 2005 James Blake High School

if the county's "Show Emergency Plan" is in effection the day of the hearing, or if the county's public schools have been

closed and evening activities canceled, the hearing will be cancelled and rescheduled for the "snow dates" listed above at the original scheduled meeting time.

The hearings will begin in the school cafeteria with an informational Workshop for the informal review of maps displaying the alternatives and information summarizing the studies for the project. The public hearing presentation and testimony will begin in the auditorium at 6:00 p.m. on weeknights and at 10:00 a.m. on Saturday. The hearings will end when all testimony is complete or at the closing time, whichever comes first.

Staff will be available to answer questions in the workshop. which will be open throughout the hearing. This will be followed by a 45-minute presentation in an auditorium to include: a description of the project alternatives. a summary of the environmental impacts, information on right-of-way acquisition and relocation assistance policies and information on Title VI of the Civil Rights Act. This presentation will be followed by the receipt of public testimony, which will be recorded. The study team and state and federal regulatory agencies will receive only oral statements during public testimony. Each of the public hearings will have the identical format.

Input for the public hearing record may be provided in a number of ways: written comments conveyed by letter or through the ICC project website (www.costudy.org). private testimony to court reporters at the hearings, or public testimony in an auditorium at the hearings. All forms of testimony will carry equal weight in project deliberations. Written statements and exhibits to be included in the "Public Hearing Transcript" must be received by February 1, 2005. These materials should be submitted to the ICC Project Manager (see page 23).

A speaker's list will be created for each hearing for public testimony. Elected officials will be given the opportunity to speak before those who are on the speaker's list. Individuals and representatives of organizations who desire to testify publicly will be called upon in the order they registered. Beginning November 23, 2004, speakers may register in advance by calling the ICC Study toll-free line at 1-866-462-0020 weekdays between 9:00 a.m. and 4:00 p.m. In addition, speakers may register through the project website. A limited number of slots will be reserved for those signing up at each hearing location on the day of the hearings.

Since a large number of people are expected to testify at each hearing, time limits will be implemented for public testimony. A limit of five minutes for elected officials and three minutes for all others will be in effect. Speakers may receive a single three-minute block of additional time transferred from another individual on the list for that hearing, with a resulting six-minute maximum for each speaker Both persons must be present at the time of testimony. Persons who transfer their time give up their opportunity to provide public testimony. Speakers wishing to add to their public testimony beyond the six-minute maximum may do so privately with court reporters present at the hearing or



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through a written statement. To be fair to everyone, the hearing officer will ensure that everyone adheres to these time allocations. For more information about the hearing procedures, please contact the Study Team through the project website (www.iccstudy.org) or the toll-free telephone line (1-866-462-0020).

Persons who are hearing-impaired and require assistance at the meeting should notify the Study Team in writing or teletype to 1-800-735-2258 (Statewide toll free). Non-English speaking persons who wish to attend should notify the same address or call 1-866-462-0020. All requests for an oral, sign language or non-English language interpreter must be received by December 19, 2004. To the extent that this is feasible and possible, an interpreter will be provided.

The DEIS/Section 4(f) Evaluation will be available for review on the project website and at 21 libraries, community centers and government facilities, which are listed on page 24.

STUDY TEAM CONTACTS

Nelson Castellanos
Division Administrator
Federal Highway Administration
City Crescent Building
Suite 2450
10 S. Howard Street
Baltimore, MD 21201
410-962-4440
nelson.castellanos@fhwa.dot.gov

Raja Veeramachaneni Director Office of Planning and Preliminary Engineering Maryland State Highway Administration 707 North Calvert Street, Mail Stop C-412 Baltimore, MD 21202 1-888-204-4828

Charlie Watkins
District Engineer – District 3
Maryland State Highway Administration
9300 Kenilworth Avenue
Greenbelt, MD 20770
(301) 513-7300
1-800-749-0737

Wesley Mitchell
Project Manager
Maryland State Highway Administration
707 North Calvert Street, Mail Stop C-301
Baltimore, MD 21202
1-866-462-0020
www.iccstudy.org

Dennis N. Simpson Planning Manager Division of Engineering Maryland Transportation Authority 300 Authority Drive Room 301 Baltimore, MD 21222 (410) 288-8400 ext. 377

COOPERATING AGENCIES

Janet Vine
Chief, Regulatory Branch
U.S. Army Corps of Engineers
CENAB-OP-RT
P.O. Box 1715
Baltimore, MD 21203-1715

Gary Setzer
Program Administrator
Wetlands and Waterways Program
Maryland Department of the Environment
1800 Washington Boulevard
Suite 430
Baltimore, MD 21230-1708

Elder Ghigiarelli
Deputy Administrator
Wetlands and Waterways Program
Maryland Department of the Environment
1800 Washington Boulevard
Suite 430
Baltimore, MD 21230-1708

RIGHT-OF-WAY/ RELOCATION ASSISTANCE

For questions regarding right-of-way or relocation assistance, please contact:

Mr. Douglas Mills
District #3 Office of Real Estate
State Highway Administration
9300 Kenilworth Avenue
Greenbelt, Maryland 20770
Phone: 301-513-7455

Toll Free: 800-749-0737

NON-DISCRIMINATION

Should you have any questions about non-discrimination in relation to this project, please contact:

Ms. Jennifer Jenkins, Director Office of Equai Opportunity State Highway Administration 707 North Calvert Street Baltimore, MD 21202 Phone: (410) 545-0315





In addition to the project web site, the DEIS is available for review at more than 20 locations:

Aspen Hill Library 4407 Aspen Hill Road Rockville, MD 20853 (301) 871-2094

Bethesda-Chevy Chase Regional Services Center 4805 Edgemoor Lane Bethesda, MD 20814 (240) 777-8200

Eastern Montgomery Services Center 3300 Briggs Chaney Road Silver Spring, MD 20904 (240) 777-8400

Fairland Library 14910 Old Columbia Pike Burtonsville, MD 20866 (301) 421-5400

Gaithersburg Regional Library 18330 Montgomery Village Ave Gaithersburg, MD 20879 (301) 840-2515

Long Branch Library 8800 Garland Ave. Silver Spring, MD 20901 (240) 777-0910

Mid-County Services Center 2424 Reedie Drive Wheaton, MD 20902 (240) 777-8100

Oiney Library 3500 Oiney-Laytonsville Road Oiney, MD 20832 (301) 570-1232

Twinbrook Library 202 Meadow Hall Drive Rockville, MD 20851 (240) 777-0240

Wheaton Regional Library 11701 Georgia Ave. Wheaton, MD 20902 (240) 777-0678

White Oak Library 11701 New Hampshire Ave. Silver Spring, MD 20904 (301) 622-2492 Prince George's County

Beltsville Community Center 3900 Sellman Road Beltsville, MD 20705 (301) 937-6613

Hyattsville Library 6530 Adelphi Road Hyattsville, MD 20782 (301) 985-4690 Laurel Elbrary 507 7th Street Laurel, MD 20707 (301) 776-6790

Laurei Municipal Center 8103 Sandy Springs Road Laurei, MD 20707 (301) 725-5300 Government Centers

Maryland State Highway Administration SHA Resource Center 707 North Calvert Street Baltimore, MD 21202 (410) 545-5553

Maryland State Highway Administration District 3 Office 9300 Kenilworth Avenue Greenbelt, MD 20770 (301) 513-7300

Maryland Transportation Authority Division of Engineering 300 Authority Drive Baltimore, MD 21222 (410) 288-8470

Federal Highway Administration Baltimore Division Office City Crescent Building 10 S. Howard Street Suite 2450 Baitimore, MD 21201 (410) 779-7154

Maryland Department of the Environment 1800 Washington Blvd. Baltimore, MD 21230 (410 537-3000

M-NCPPC 8787 Georgia Avenue Silver Spring, MD 20910 (301) 495-4500

SHA Fairland Shop 12020 Plum Orchard Road Silver Spring, MD 20904 (301) 572-5166

Prince George's County Government Offices 14741 Governor Oden Bowie Dr. Upper Marlboro, MD 20772 (301) 952-4729

Montgomery County Offices 101 Monroe Street Rockville, MD 20850 (240) 777-1000



Please Print

INTERCOUNTY

INTERCOUNTY CONNECTOR PROJECT PLANNING STUDY

LOCATION/DESIGN HEARINGS

Tuesday, January 4, 2005 Snow Date: Monday, January 10, 2005

Wednesday, January 5, 2005 Snow Date: Wednesday, January 12, 2005

Saturday, January 8, 2005 Snow Date: Saturday, January 15, 2005

	DATE						
ADDRESS							
CITY	STATE	ZIP					
We wish to comme	nt or inquire about the follo	owing aspects of this project					
Please add	my/our name(s) to the Mail	ling List.*					
	e my/our name(s) to the M						
*Persons who have rece the project mailing list.	ived a copy of this booklet through the ma	il are already on					

66



Maryland Department of Transportation STATE HIGHWAY ADMINISTRATION
Project Planning Division
Mail Stop C-301
P.O. Box 717
Baltimore, MD 21203

TO:

Robert L. Ehrlich, Jr. Governor

Michael S. Steele Lt. Governor

Robert L. Flanagan Secretary of Transportation

Neil Pedersen Administrator Maryland State Highway Administration

Trent M. Kittleman Executive Secretary Maryland Transportation Authority